



**Public Agency of the Republic of
Slovenia for Railway Transport**

ANNUAL SAFETY REPORT 2012



September 2013



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A/ SCOPE OF THE REPORT

The Annual Safety Report presented by the Public Agency of the Republic of Slovenia for Railway Transport (AŽP) results in the area of railway safety in Slovenia as it is demanded from Directive 2004/49/EC, Directive 2009/149/EC, Commission Regulation 352/2009, Commission Regulation 653/2007, Commission Regulation 445/2011 and the Railway Transport Act.

The report is based on the template developed by the European Railway Agency (ERA), and contains all the items indicated in Article 18 of the Directive 2004/49/EC.



B/ INTRODUCTORY SECTION

1/ Introduction to the report

Annual safety report for 2012 includes data from the area of safety and safety management for all participants that are involved in public railway system of Slovenia.

In accordance to Directive 2009/149/EC the Annual Safety Report 2012 contains »Indicators to calculate the economic impact of accidents« based on the study HEATCO.

To calculate the economic impact of accidents the report uses following costs of:

- fatalities and seriously injured,
- train delays,
- material damages to rolling stock or infrastructure.

In the report there are no costs of the environmental damage, because the appropriate methodology for the calculation is not yet developed.

2/ Railway Structure Information (Annex A)

Network map (Annex A.1.)

The attached maps are showing the entire railway network in the Republic of Slovenia.

The rail network in the Republic of Slovenia is divided into:

- main and regional lines,
- single and double track lines,
- electrified and non-electrified lines.

List of Railway Undertakings (RUs) and Infrastructure Managers (IMs) (Annex A.2.)

The annex provides Railway Undertakings which had a valid Safety Certificate part A and part B and the Infrastructure Manager which had a valid Safety Authorisation in 2012.

3/ Summary—General Trend Analysis (e.g. trends in the development of railway safety, certification, etc.)

In the year 2012 the number of accidents and incidents (130) increased for 21,5% in accordance to the year 2011 (107).

The number of suicides decreased from 25 in the year 2011 to 16 in 2012 which is 36,0% less.

The number of persons who were seriously injured decreased from 12 in the year 2011 to 6 in 2012 which is 50,0% less.

In year 2012 the total number of fatalities increased for 25,0%, because in 2011 there were 4 fatalities and in 2012 there were 5.

In accordance with the Railway Transport Act, which implemented the provisions of Directive 2004/49/EC and Commission Regulation 653/2007, which provides for issuing Safety Certificates Part A and Part B for Railway Undertakings in 2012 has not been issued new, updated, amended or revoked Safety Certificate part A or Part B.



C/ ORGANISATION

1/ Introduction to the organisation

Current organization of AŽP lasts from 31st of July 2007. AŽP is a public institution for Safety Authority Tasks and Allocation Authority Tasks in Slovenia.

AŽP has had (in year 2012) 30 employees, 12 were employed in Safety Authority.

AŽP legal duties based on:

- The Railway Transport Act,
- The Railway Traffic Safety Act,
- Decision of establishing Public Agency for railway traffic
- Law on Public Agencies,
- Decree on train path allocation and charge for the use of Public Railway Infrastructure,
- Decree on the qualification procedure for licensing of railway undertakings, the withdrawal of a licence or extension of its validity, and the notification procedure of foreign licensing authorities,
- Law about organization and systematization of employment in AŽP,
- Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- Commission Regulation No. 653/2007 of 13 June 2007 on the use of a common European format for safety certificates and application documents in accordance with Article 10 of Directive 2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates delivered under Directive 2001/14/EC,
- Commission Regulation No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council,
- Commission Regulation No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) No 653/2007.

Organizational structure AŽP in 2012 remained unchanged in accordance to the year 2011, adapted to the new terms of reference on the basis of the Railway Transport Act.

In 2012 employees in AŽP participated in working meetings of international organizations:

- The European Railway Agency (ERA);
- RailNetEurope (RNE);
- Joint Network Secretariat;
- ILLGRI;
- OTIF.

AŽP consists three (3) divisions:

- division for Implementation of Allocation Authority Tasks;
- division for Implementation of Safety Authority Tasks;
- division for Legal, Financial, Personnel and General Affairs.



Division for Implementation of Safety Authority Tasks in accordance with the Railway Transport Act performs the tasks of national safety authority for railway sector. For performing the tasks of national safety authority AŽP consists three sections with defined tasks.

Organizational sections are:

- Safety Section;
- Section for National Regulations and Technical Specifications;
- Interoperability Section.

Safety Section:

- surveillance over the up keeping of the railway transport safety level and over its continuous improvement,
- issuing, extending, amending and revoking definite parts of the safety certificates of railway undertakers,
- issuing, extending, amending and revoking definite parts of the safety authorisations of railway infrastructure managers,
- issuing, extending, amending, invalidating or temporary withdrawal of the railway undertakers' licenses,
- managing and updating of a register of issued licenses, safety certificates and safety authorisations in the framework of the European railway Agency,
- organisation, preparation and development of procedures for professional technical audit of the workshops for maintenance of railway vehicles and/or particular components and devices,
- issuing, extending, amending, invalidating and temporary withdrawal of the authorisations of the workshops for maintenance of railway vehicles and/or particular components and devices,
- managing and updating of the register of the workshops, authorised for maintenance of railway vehicles and/or particular components and devices,
- preparation of annual reports on safety conditions and safety indicators related to the railway system in the Republic of Slovenia,
- official publication of the procedure and other information necessary for the acquirement of a license for a railway operative employee,
- issuing, updating, providing of duplicates, temporary revocation and withdrawal of a licence of a railway operative employees,
- managing, publication and updating of the register of licences, issued to operative railway employees, and the register of training entities,
- issuing, temporary revocation or withdrawal of authorisations of entities performing the training of railway operative employees,
- supervision of the performance or regular tests of psychical and physical capabilities and permanent technical training of railway operative employees,
- providing of permanent supervision over the activities in the field of quality standards related to the training and assessment of employees' capabilities, as well as updating of licensing and certificates, with exception of those activities, included within the Safety Management System,
- checking of issued licenses and certificates in the entire territory of the railway infrastructure of the Republic of Slovenia.

Section for National Regulations and Technical Specifications:

- preparation of by-laws in the field of railway transport safety and their harmonising from time to time, with the technical specifications for interoperability,
- monitoring, enhancing, putting into effect and fostering of the regulatory framework, inclusively the system of national regulations,
- participation in working groups of the ERA and EU Commission in the preparation of new TSIs or of the modifications and amendments of the existing TSIs for conventional and high speeds,
- incorporation of provisions of particular TSIs into national regulations,
- establishing, managing and updating of a register of national safety regulations in the field of railways.

Interoperability Section:

- monitoring of the use of TSIs in the implementation of subsystems: railway rolling stock, infrastructure, power supply, supervision, control and signalling during the construction, upgrading and/or completion,
- conducting of procedures intended for issuing licenses for new or essentially modified railway vehicles,
- issuing of operating permits for structural subsystems, for which TSIs are still not available,
- issuing of operating permits for parts of the structural subsystems: infrastructure, power supply, supervision, control and signalling,
- establishing and managing of a national register of railway vehicles,
- carrying out of the registration and surveillance over the adequacy of the registration of the railway rolling stock in the national railway vehicle register and inspection of all safety parameters within the register.

In the role of Safety Authority AŽP is also a member of European Railway Agency (ERA), at which it cooperates at preparing some legal facts basically technical specifications of interoperability (TSI) and it participates ERA's activities.

Internal organizational chart is shown in Annex B.



2/ Organisational flow - relationship (diagram) between the national safety authority (NSA) and other national bodies, e.g. National Investigation Bodies, National Regulatory Bodies, Ministry, etc. (Annex B)

AŽP is organised in legal form of entities of public law in order to ensure the functioning of market and achieving EU safety standards in rail transport. It's a public authority which issues individual administrative acts, to decide on administrative matters within their competence.



D/ THE DEVELOPMENT OF RAILWAY SAFETY

1/ Initiatives to maintain/improve safety performances

AŽP got twelve (12) recommendations by National Investigational Body (NIB) in 2012 and they refer to:

- 1 refers to completing the signalization and protecting level crossing;
- 1 refers to reassuring sight triangle by road infrastructure manager;
- 1 refers to upgrading the system for coordinating the accurate time;
- 2 refer to quality of recording the shots in register devices;
- 1 refers to the control and checking of maintenance of built-in registers of signal-safety devices;
- 1 refers to the equipment of vehicles with shadow devices of windscreens;
- 2 refer to reassuring and following of educational process of the employers;
- 1 refers to building safety fences for protecting platform;
- 1 refers to completing marking the incoming paths for passengers;
- 1 refers to reassuring control of the workers.

Table D.1.1 – Safety measures triggered by accidents/precursors to these

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the event	
/	/	/	/

Table D.1.2 – Safety measures (or voluntary measures) with other triggers than accidents/precursors

Description of the area of concern	Description of the trigger	Safety measure decided
/	/	/
/	/	/

2/ Detailed data trend analysis

Calculation of the methodology and definitions

For the preparation of the analyse in the annual safety report following data are used:

- Data about the accidents and incidents, in accordance to Regulation (EC) No. 91/2003 of European Parliament and Count from the day of 16.December 2001 about the statistics of railway traffic,
- Cost of material damages to rolling stock or infrastructure, calculated on basis of real expanses for exchange of or repairing of damaged vehicles and railway structure,
- Calculation of economic impact of the accidents in accordance to methods from Directive 2009/149/EC

Analyse of the trend

In the year 2012 there were made 19,866 million train km, passenger trains made 741,700 million passenger km.

There were fourteen (14) accidents:

- One (1) collision of trains,
- One (1) derailment of trains
- Eight (8) accidents at level-crossings,
- One (1) accident which were caused by rolling stock in motion,
- Three (3) other accidents.

In 2012 there were 16 suicides.

Seriously injured persons were six (6):

- Six (6) level crossing users,

Five (5) persons died:

- Four (4) level crossing users,
- One (1) employee.

The number of accidents increased from 11 in the year 2011 to 14 in 2012 which is 27,3% more.

In 2012 there were 116 incidents which is 20,8% of increase in comparison to the year 2011 (96 incidents).

The number of persons who were seriously injured decreased from 12 in the year 2011 to 6 in 2012 which is 50,0% less.

Number of fatalities increased in 2012 for 25,0% (5 fatalities) as in the year 2011 (4 fatalities).

In the year 2012 there was one dead casualty of the worker which was employed at Infrastructure Manager (IM) and at that cause we exceed allowed national reference value for this category at category »NRVs for risk to employees (NRV 2)«. Consequently we do not reach prescribed national reference value (NRV).

Accident happened on 8th on August 2012 at 7:46 when the train No.32 hit the worker in km 574+798 at driving rail 303 in railway station Brezovica. Since there were no accidents with dead casualties in 2011 that were employed at Railway Undertakings or Infrastructure Manager we over siege 5 year moving weighted averaging (MWA) and we do not reach prescribed national reference value for category »NRVs for risk to employees (NRV 2)«.



3/Results of safety recommendations

The time between the accident and performing the safety measure for preventing the formation of similar accident depends on the characteristic of the event. If the cause can be determined precisely and together with safety measures, the Infrastructure Manager and /or the Railway Undertaking start with the measurement immediately. In complicated cases it can last longer to determine the needed safety measures as it is necessary to perform the precise investigation and analyse.

In the year 2012 the National Investigation Body (NIB) published 12 recommendations:

Date of the accident	Type of the accident	Place of the accident	Issued recommendations
20. 2. 2011	Collision displacement composition closure of the track	Track I-10a station Ljubljana Zalog	3
24. 6. 2011	Collision of a freight train into the car	Between the stations Ptuj and Moškanjci	1
26. 8. 2011	Collision of a freight train with passenger train	Station Jesenice	5
23. 9. 2011	A freight train hit a passenger	Station Ormož	2
10. 10. 2011	Collision of the passenger train into the road freight vehicle	Between the stations Škofljica and LJ-Rakovnik	1



1. *Collision of the moving composition into the ending of the rail I-10a railway station Ljubljana Zalog and tipped moving locomotive and two wagons on the bank of Ljubljanica river*

On the 20th February 2011 at 2:38 am the moving compositions consisted of diesel moving locomotive 643-011 and 20 loaded four axes open cargo wagons with 137 tons, 80 axes and 287 m, collided in the ending part of the rail of 10a export group in railway station Ljubljana Zalog.

Issued recommendations with measures:

1. Ending part of the rail 1-10a of the railway station Ljubljana Zalog needs to be done in a way that the path of the vehicles that won't be able to stop at the situation of breaks not working, will be directed into the right direction, parallel to the river Ljubljanica and not perpendicular to the river as it is now. Available rail, the last 23 meters needs to be directed into the right curve if looking from the direction of export group of the rails toward to Ljubljana. In the ending it needs to be attached reflective device, after the ending here needs to be bank with strong cant of the left rail. Extreme cant would impact the vehicles in a way that they would fall into the right. At the point of the predicted fall of the vehicles, there will need to be a hole full of sand that will have the effect of absorption of kinetic energy. At this area there is a lot of space for vehicles to stop at the edge of the area and do not slide toward the river Ljubljana.
2. Administrative people of the station Ljubljana Zalog, that deals with moving work, needs constant education about working process and about critical city infrastructure where there is a huge possibility of accident with more serious consequences if prescribed protocols are not obeyed.
3. It is necessary to make control of the quality at technological process.

The performed measure:

Railway Undertaking has put additional timing in his plan of the training of the workers that are doing the job at railway station Ljubljana Zalog. He also proceeds specific checking in the work of moving at the station Ljubljana Zalog.

1. *Collision of the freight train No. 42020 into the road vehicle at the level crossing »NPr-Dornava 2« in km 23+417, between the stations Ptuj and Moškanjci*

On the 24th June 2011 at 13:13 the international freight train No. 42020 between the stations Ptuj and Moškanjci, in km 023+417, at level crossing »NPr-Dornava2«, collided into the road vehicle opel Vectra.

Issued recommendations with measures:

1. Because of reassuring the transparency at level crossing between the stations Ptuj and Moškanjci, in km 23+417, is necessary from the owners of land in the immediate vicinity of the crossing required to be on those parcels cultivated culture, because of their height will not hinder transparency. The view from the road to the rails should be clear.

The performed measure:

Since mentioned reference consider the private property, this reference was addressed to appropriate ministry.

3. *Collision of freight train No. 48444 with passenger train No. 4213 at station Jesenice*

On the 26th August 2011 at 14:34 there was collision at the station Jesenice between freight train No. 48444 and passenger train No. 4213.

Issued recommendations with measures:

1. All the shadow curtains of windscreens of the vehicles that are made of non-transparent materials need to be changed with the curtains that are transparent in a way that allow clear visibility of the objects behind them. The whole area of the windscreen needs to be clear all the time.
2. Prescribed technological process and proceedings at train despatch need to be systematically involved into the educational process of the workers that are directly dealing with train despatch.
3. Ensure the control and supervision of the installed recorders container handling signaling and security systems.
4. Recording devices that are used for recording the conversations need to be of proper quality and in place they need to be put that way so that the sounding is clear.
5. Safety devices and sources that have the timing component need to be technically upgraded or at least there would be proceedings written for them to match the timing according to Greenwich.

The performed measure:

Infrastructure Manager has involved into the professional education the proceedings of train despatch and in operative rules he has written proceedings of checking the recording and register devices.

4. *Train No. 42030 has run over a passenger on the rail No. 1 at the station Ormož*

On the 23th September 2011 at 10:42 on the rail No. 1 at the station Ormož in km 040+323, freight train No. 42030 run over the passenger that was incorrectly leaving the platform between the rails No. 2 and No. 3 after stepping out of the train No. 3833 over the station rails No. 2 and No. 1 in the same level.

Issued recommendations with measures:

1. Possibilities of having the fence between the rails No. 1 and No. 2 need to be considered
2. Floor signs that would direct passengers toward the steps of the underpass need to be considered.

The performed measure:

Infrastructure Manager has done more emphasised floor signs that direct passengers into the steps of the underpass with warning signs

5. *Collision of the passenger train No. 3219 into the road freight vehicle between the stations Škofljica and Ljubljana Rakovnik*

On the 10th October 2011 at 14:50 the passenger train No. 3219 collided into the road freight vehicle.

Issued recommendations with measures:

1. Possibilities of building a safety device or protecting the level crossing with gates or closing the level crossing need to be considered.

The performed measure:

Infrastructure Manager has introduced slow driving at the areas of level crossing and even the idea of closing the level crossing.

E/ IMPORTANT CHANGES IN LEGISLATION, REGULATIONS AND ADMINISTRATIVE PROVISIONS

In 2012 were supplemented or amended:

- Regulation on train path allocation and charge for the use of Public Railway Infrastructure;
- Regulation Amending the Regulation on the classification of lines.

Description of changes is in Annex D.



F/ THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION

1/ National legislation - starting dates - availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of the RSD /1/ (if necessary, distinguish between Part A and Part B).

The legislation basis is the Railway Transport Act which determines 5.July 2007 as the starting date for issuing the Safety Certificates which is determined in Directive. It determines also all the already issued Safety Certificates to be updated in accordance to Directive 2004/49/EC not later than 31. 12. 2010.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of the RSD /1/.

Starting date for issuing Safety Authorisations according to Directive 2004/49/EC is the same as the date of issuing the Safety Certificates, which is 5.July 2007.

1.3. Availability of national safety rules (NSR) or other relevant national legislation to RUs and IMs (website, paper documentation on request, etc.).

Relevant legislation is available on following websites:

- www.azp.si (Official website of the Public Agency for Rail Transport of RS),
- www.uradni-list.si (Official website of Official Gazette of the Republic of Slovenia).



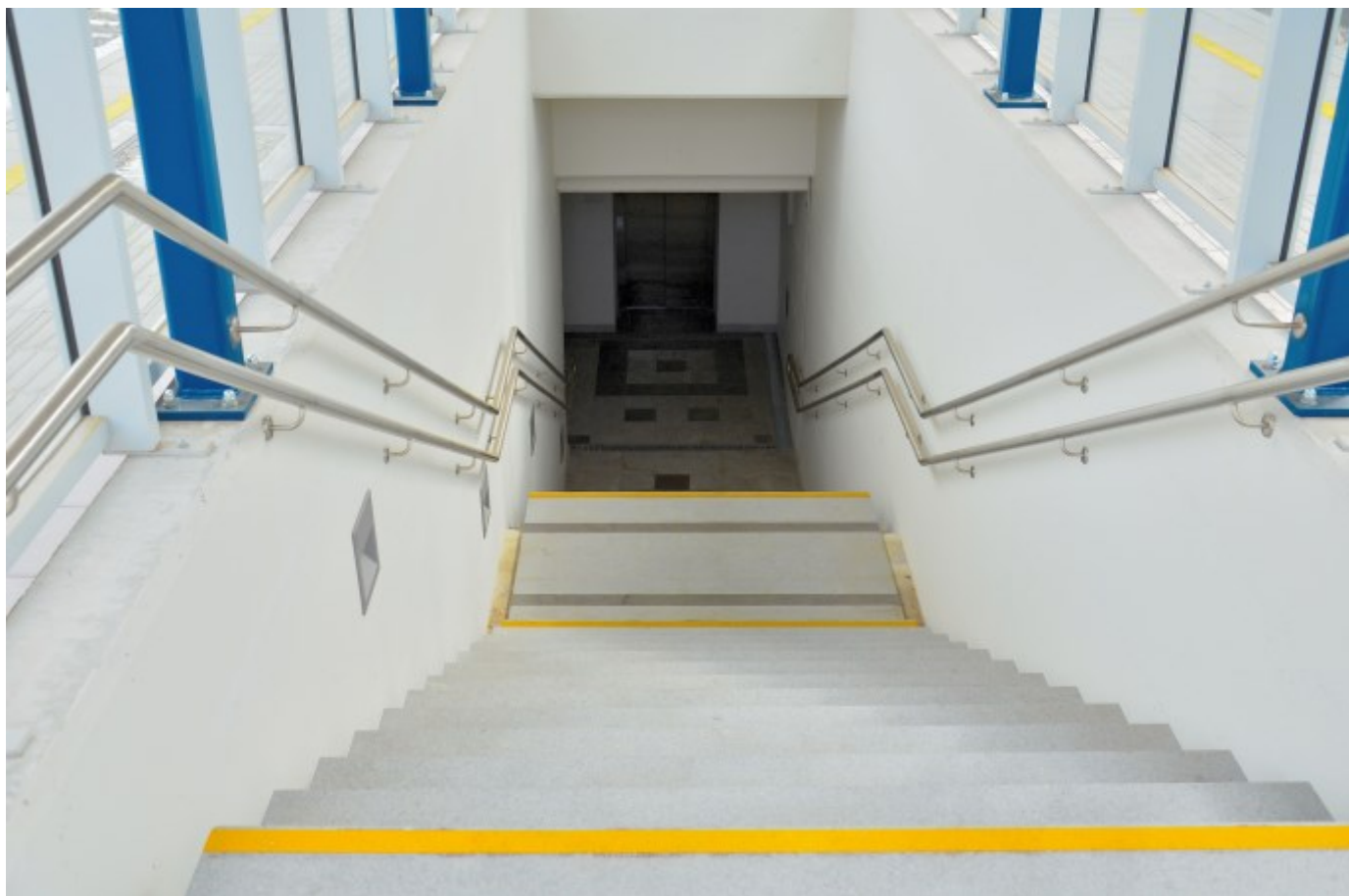
2/ Numerical data (Annex E)

Number of valid Safety Certificates in the end of year 2012:

- Slovenske železnice, d.o.o., Kolodvorska ul. 11, SI-1506 Ljubljana;
- Adria transport d.o.o., Vojkovo nabrežje 38, SI-6501 Koper;
- Luka Koper, d.d., pristaniški in logistični sistem, Vojkovo nabrežje 38, SI-6501 Koper;
- RCA – Rail Cargo Austria AG, Edberger Lände 40-48, A-1030 Wien.

Number of valid Safety Authorisations in the end of year 2012:

- Slovenske železnice, d.o.o., Kolodvorska ul. 11, SI-1506 Ljubljana.



3/ Procedural aspects

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Safety Certificates (e.g. variation in type of service, extent of traffic, size of company, etc.).

No Safety Certificates Part A issued, amended or revoked in 2012.

3.1.2. Main reasons for cases when the issuing time for Part A Certificates (restricted to those mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

No Safety Certificates Part A issued, amended or revoked in 2012.

3.1.3. Overview of the requests from other NSAs to verify/access information relating the Part A Safety Certificate of a RU that has been certified in your country but applies for a Part B certificate in the other MS.

We did not get any demands of other National Safety Authorities.

3.1.4. Summary of issues with the mutual acceptance of the Community-wide valid Part A Safety Certificate.

No problems were noticed in 2012.

3.1.5. NSA charging fee for issuing a Part A Safety Certificate (Yes/No – Cost).

The charging fee in 2011 was 1.812,20 EUR.

3.1.6. Summary of the issues with using the harmonised formats for Part A Safety Certificates, specifically in relation to the categories for type and extent of service.

No problems were noticed in 2012.

3.1.7. Summary of the common issues/difficulties for the NSA in application procedures for Part A Safety Certificates.

No Safety Certificates Part A issued, amended or revoked in 2012.

3.1.8. Summary of the issues mentioned by RUs when applying for a Part A Safety Certificate.

No Safety Certificates Part A issued, amended or revoked in 2012.

3.1.9. Feedback procedure (e.g. questionnaire) that allows RUs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2012 we did not get any suggestions from the Railway Undertakings.

3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Safety Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.).

No Safety Certificates Part B issued, amended or revoked in 2012.

3.2.2. Main reasons for cases when the issuing time for Part B Safety Certificates (restricted to those mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

No Safety Certificates Part B issued, amended or revoked in 2012.

3.2.3. NSA charging fee for issuing a Part B Safety Certificate (Yes/No – Cost).

The charging fee in 2012 was 1.812,20 EUR.

3.2.4. Summary of the issues with using the harmonised formats for Part B Safety Certificates, specifically in relation to the categories for type and extent of service.

No problems were noticed in 2012.

3.2.5. Summary of the common issues/difficulties for the NSA in application procedures for Part B Safety Certificates.

No problems were noticed in 2012.

3.2.6. Summary of the issues mentioned by RUs when applying for a Part B Safety Certificate.

No problems were noticed in 2012.

3.2.7 Feedback procedure (e.g. questionnaire) that allows RUs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2012 we did not get any suggestions from the Railway Undertakings.

3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations.

Infrastructure Manager expired Safety Authorisation in 2012.

3.3.2. Main reasons for cases when the issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

Waiting period of issuing the Safety Authorisation was not longer than 4 months from the received the demand.

3.3.3. Summary of the issues/difficulties in application procedures for Safety Authorisations.

No problems were noticed in 2012.

3.3.4. Summary of the issues mentioned by IMs when applying for a Safety Authorisation.

No problems were noticed in 2012.

3.3.5. Feedback procedure (e.g. questionnaire) that allows IMs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2012 we did not get any suggestions from Infrastructure Manager.

3.3.6. NSA charging fee for issuing a Safety Authorisation (Yes/No – Cost).

No administrative cost set in Public Administrative Act, because Infrastructure Manager tasks are executed as public service.



G/ SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

1/ Description of the supervision of RUs and IMs

1.1. Audits/Inspections/Checklists

For supervision of the Railway Undertakings and Infrastructure Manager there are three persons responsible to obtain them by Safety Authority in Slovenia. Supervision is going on by the following order:

- Call in for the Railway Undertakings and/or Infrastructure Manager to deliver needed data about the area of supervision;
- Checking the data that were sent by the Railway Undertakings and/or Infrastructure Manager;
- Review of evidence and missing documentation, conducting interviews and taking minutes;
- corrective action plan or measures and recommendations.

In the year 2012 there were the following supervision made by AŽP:

- supervision 27. 11. 2012 at the Railway Undertaking for Part B (freight traffic);
- supervision 27. 11. 2012 at the Railway Undertaking for Part B (passenger traffic).

1.2. Vigilance aspects/sensitive points to be followed by the NSA

Supervision was done in order to find out the real state according to the organization of inner control of the Railway Undertaking and also the organization and real control under the work of railway workers that are doing the tasks of driving the trains, checking the vehicles and doing the brake tests.

Since the findings about the deficiencies do not have and indirect effect to the safety of railway traffic, AŽP decided to deliver references to the Railway Undertakings so that they would know the safety management system (SMS) in segment of control contractors.

2/ Description of the coverage of the legal aspects within the annual reports from the RUs and IMs - availability of the annual reports before 30 June according to Article 9(4) of the RSD /1/

AŽP received an annual report to 30 June 2013 from:

- Four (4) Railway Undertakings;
- One (1) Infrastructure Manager.

3/ Number of inspections of RUs/IMs for 2011

Inspections		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
Number of inspections	Planned	/	/	/	/
	Unplanned	/	/	/	/
	Carried out	/	/	/	/

Inspections in the Republic of Slovenia performs Transport, Energy and Spatial Planning Inspectorate of the Republic of Slovenia. These data are not available.

4/ Number of audits of RUs/IMs for 2011

Audits		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
Number of audits	Planned	/	2	/	/
	Carried out	/	2	/	/

5/ Summary of the relevant corrective measures/ actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections

At supervision there were the following recommendations and the corrective measures published:

- in operative prescription there need to be inner organization of the company prescribed with all the necessary jobs and organization units so that this will be the actual state;
- in operative prescription there need to prescribed proceedings that are necessary at planning and implementation of inner control with contractors together with controlling the tasks done in case of finding out the deficiencies;
- in operative prescription there need to prescribe the proceedings that are necessary at doing the inner control with contractors and separation of the control with individual providers;
- in operative prescription there need to determine competences and responsibilities of control, which carry out surveillance contractors;
- in operative prescription there need to determine conditions that are fulfilled by the control which they supervise contractors;
- in operative prescription there need to determine the ways of reporting, dealing with and making true the found deficiencies at the control;
- in operative prescription there need to determine the ways of finding out the professional development of railway employees contractors.

6/ Short summary/description of the complaints from IMs concerning RUs related to conditions in their Part A/Part B Safety Certificate

None

7/ Short summary/description of the complaints from RUs concerning IMs related to conditions in their Safety Authorisation

None

H/ REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT

1/ NSA experiences of the use of CSM on risk assessment

Infrastructure Manager and Railway Undertakings engaged in risk assessment only on demand AŽP. National legislation does not predict an Independent Safety Assessor (ISA) and the Designated Body (DeBo), in order to identify compliance with national legislation, AŽP perform these tasks mentioned in the risk assessment. In 2013, provides for the establishment of an Independent Safety Assessor and the Designated Body in national legislation.

2/ Is there any procedure that allow RUs and IMs to express their experiences on the EC regulation on CSM on risk assessment

The Infrastructure Manager and the Railway Undertakings share its opinions in the Annual Report.

3/ Compliance with the requirements of Regulation 352/2009 of the CSM on risk assessment in the national safety regulations

In the year 2012 the Rules on Railway signalling-safety devices (Official Gazette of RS, no. 85/2010), which requires the Infrastructure Manager to apply in determining the level of safety, risk and methods used in the Regulation No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council.

I/ ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME

Not applicable in 2011.

J/ NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES

Annual Safety Report is a presentation of basic data about safety at public railway infrastructure in Slovenia and also monitoring the development in each year. The methodology of collecting and processing of the data is based on common safety indicators, using the methods and recommendations of ERA. The same methodology is used by all national safety authorities at the whole area of EU.

In the year 2012 there were made 19,866 million train km, 11,103 million km were made by passenger trains and 8,763 million km by freight trains.

Public Railway Infrastructure had 838 level crossings on the 31st of December 2012 and from those:

- 281 protected with automatic user-side protection and warning;
- 22 protected with automatic user-side warning;
- 24 protected with manual user-side protection and warning;
- 8 protected with manual user-side protection;
- 505 protected with road signs.

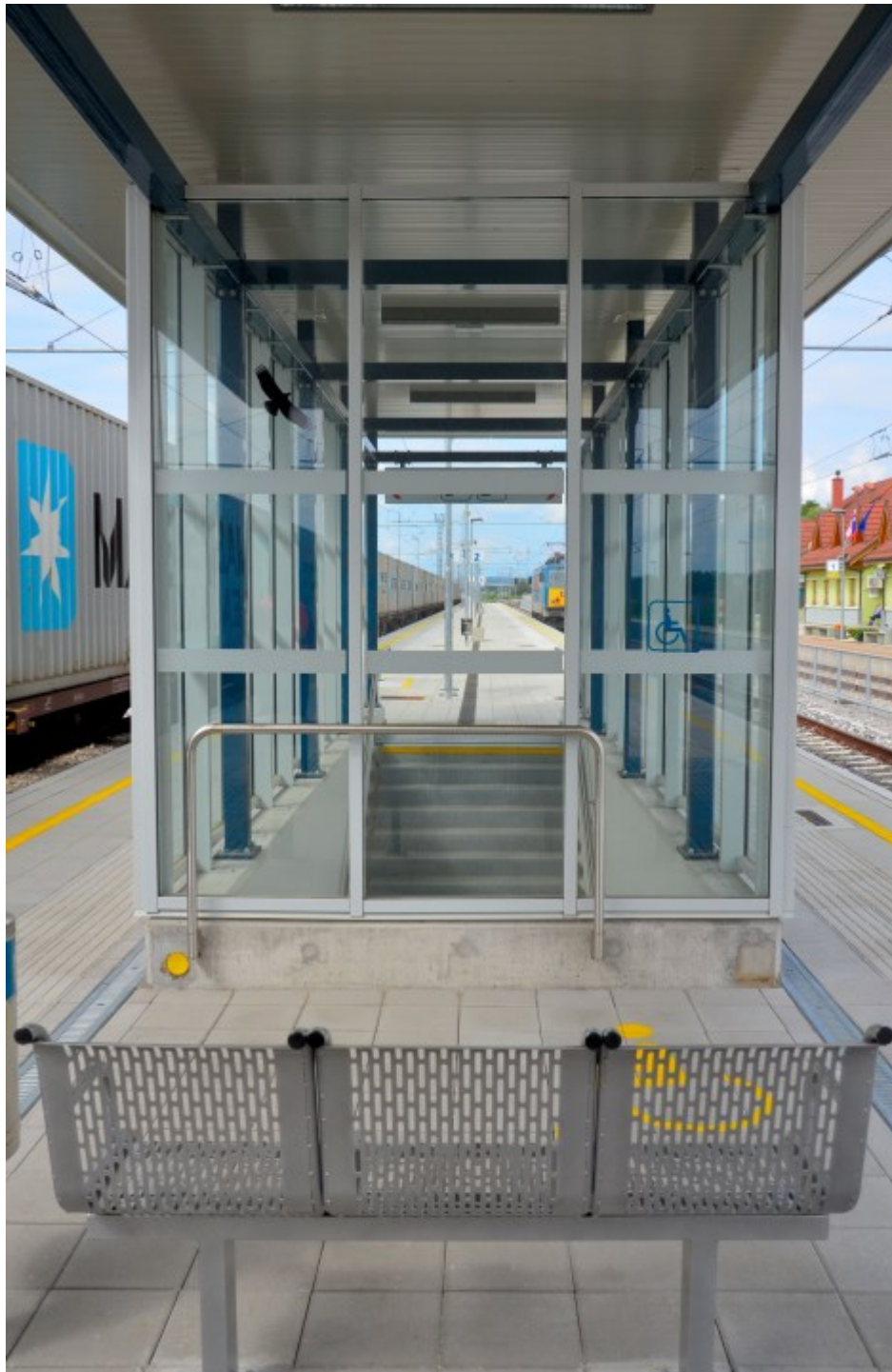
Comparison of the data in 2011 and 2012 shows that number of accidents increased in 2012 in Republic of Slovenia in comparison of 2011. There was also the increase at accidents in level crossing since there were 8 in 2012, in 2011 there were 6. In 2010 there were a lot of actions to improve the pointers, number of accidents increased anyway

On the basis of safety indicators for individual Member States made the common safety indicators and these indicators are the measurement for Republic of Slovenia at achieving common safety assessment in the State. On basis of comparison of the indicators for 2012 and national reference values, the safety level stays at the level of the year before, although in 2012 we do not reach NRV in category »NRVs for risk to employees (NRV 2)«

K/ SOURCES OF INFORMATION

The content of the annual safety report for the year 2012 consists of:

- Report on emergency events in 2012 ;
- Data from the Infrastructure Manager and the Railway Undertakings;
- Report of the Investigation Body for 2012;
- Internal information.



L/ ANNEXES

Annex A: Railway Structure Information

Annex B: Organisation chart (s) of the National Safety Authority

Annex C: CSIs data – definitions applied

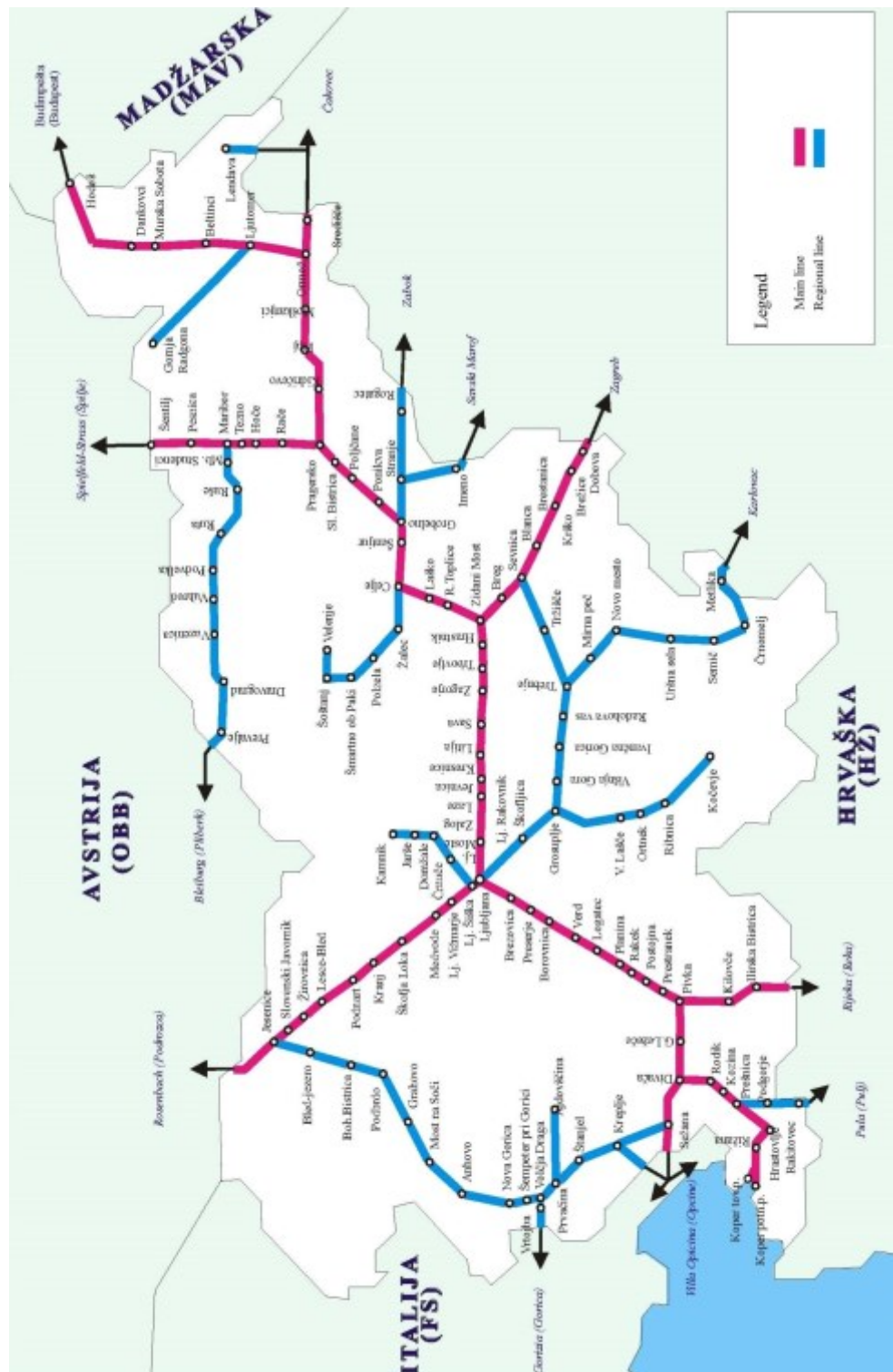
Annex D: Important changes in legislation and regulation

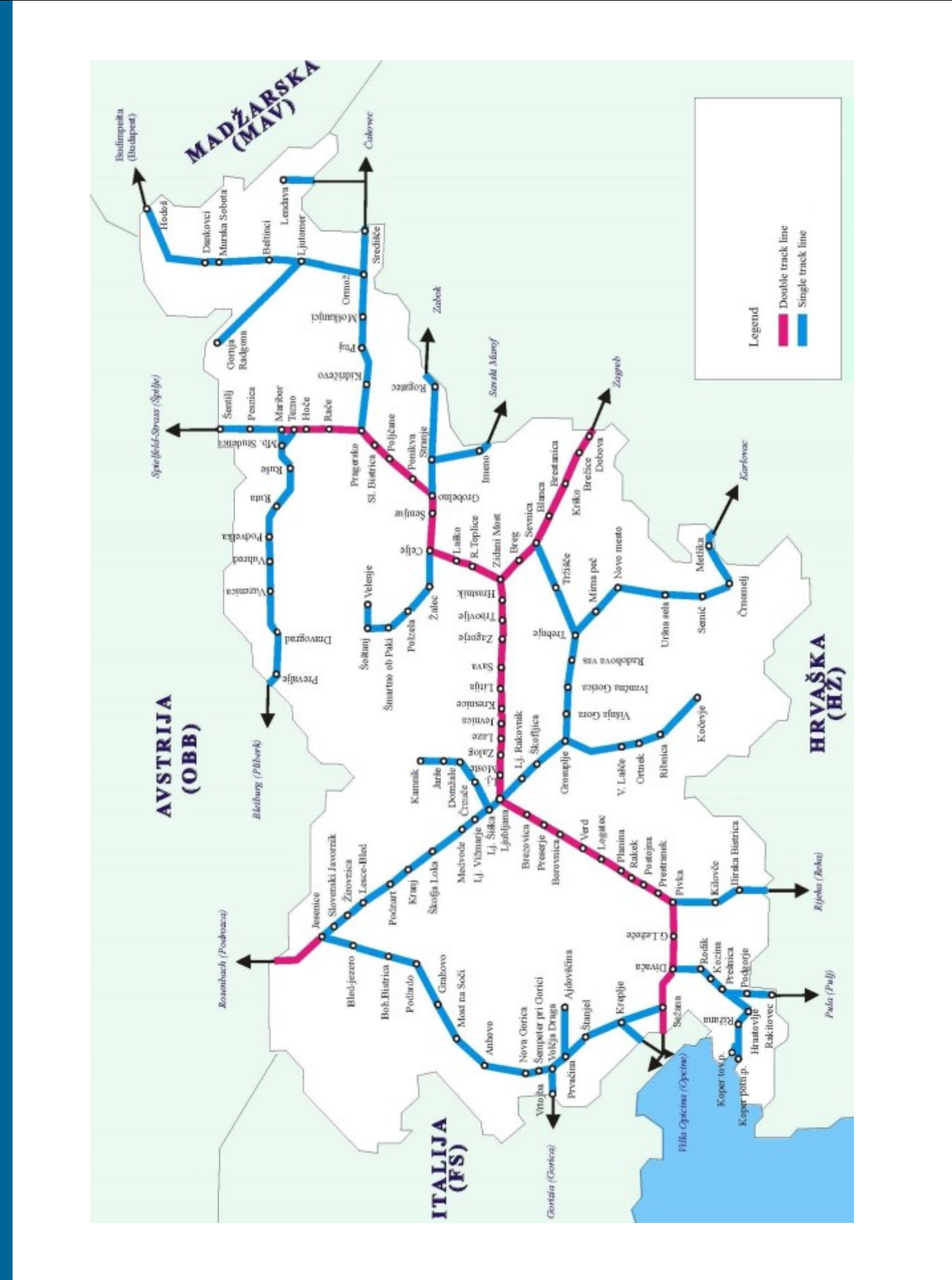
Annex E: The development of safety certification and authorisation – numerical data

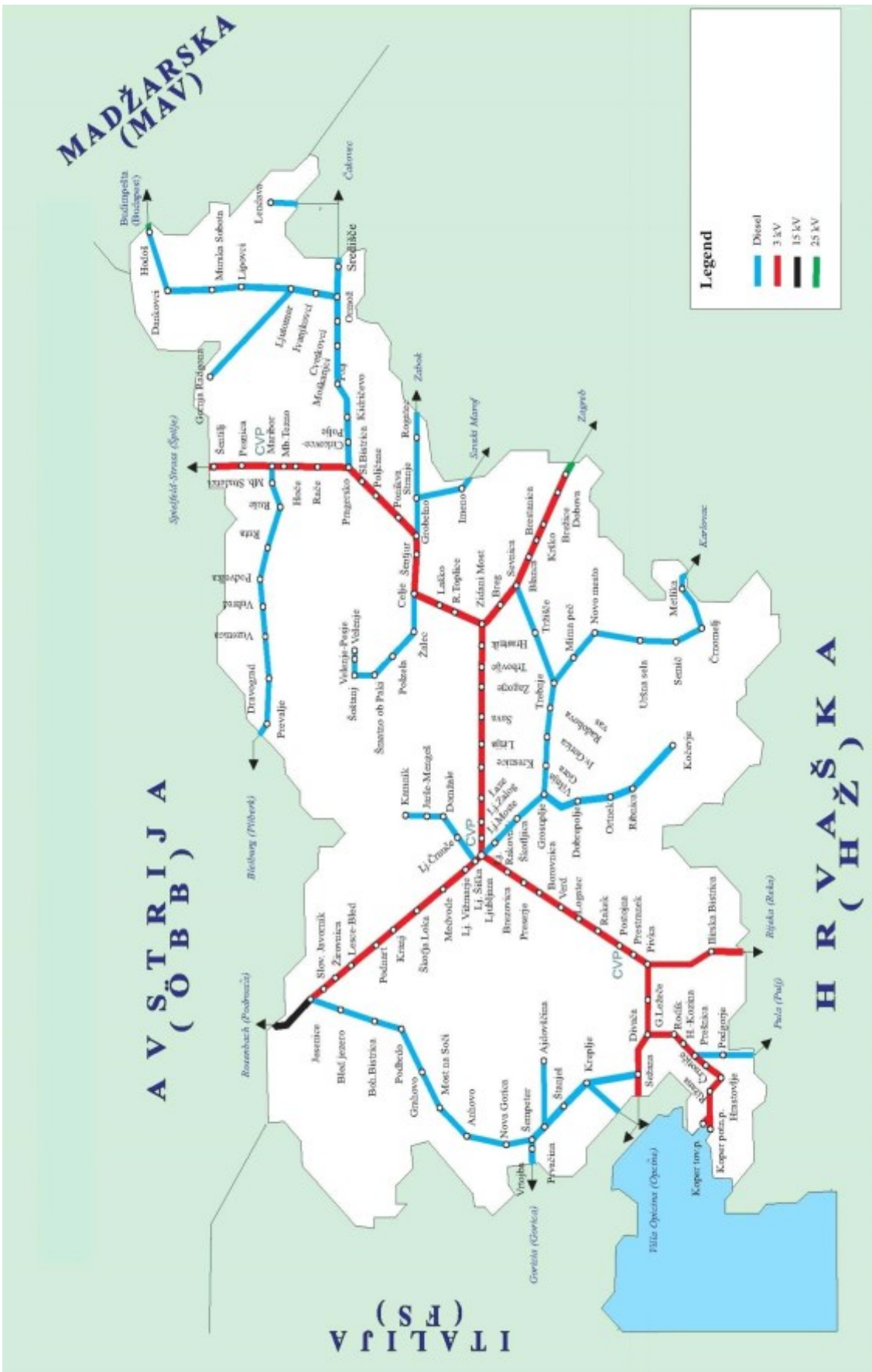


Annex A: Railway Structure Information

A.1. Network map







A.2. List of Railway Undertakings (RUs) and Infrastructure Managers (IMs)

A.2.1. Infrastructure Managers

Name	Address	Website/ Network Statement Link	Safety Au- thorisation (Number/ Date)	Start date com- mercial activity	Total Track Length/ Gauge
SŽ, d.o.o.	Kolodvorska ulica 11 1506 Ljubljana	www.slo- zeleznice.si/	37502-1/ 2012- 17/29.5.2012	/	1209/1435

A.2.2. Railway Undertakings

Name	Address	Website	Safety Certificate 2001/14/ EC (Number/ Date)	Safety Certificate A-B 2004/49/EC (Number/ Date)	Start date com- mercial activity
SŽ	Kolodvorska ulica 11 SI-1506 Ljub- ljana	www.slo- zeleznice.si	/	SI 11 2009 0001 26.2.2009 SI 12 2009 0001 26.2.2009	/
ADT	Vojkovo nab- režje 38 SI-6501 Koper	www.adria- tran- sport.com	/	SI 11 2009 0002 01.12.2009 SI 12 2009 0002 01.12.2009	/
LK	Vojkovo nab- režje 38 SI-6501 Koper	www.luka- kp.si	/	SI 11 2009 0003 15.12.2009 SI 12 2009 0003 15.12.2009	/
RCA	Erdberger Lände 40-48 1030 Wien	http:// www.railcarg o.at/	/	AT 11 2009 0004 23.12.2009 SI 12 2010 0002 23.12.2010	/

* sensitive economic information

Abbreviations:

HSL = High Speed Line (definition according to Directive 2008/75/EC) /7/

ATP = Automatic Train Protection

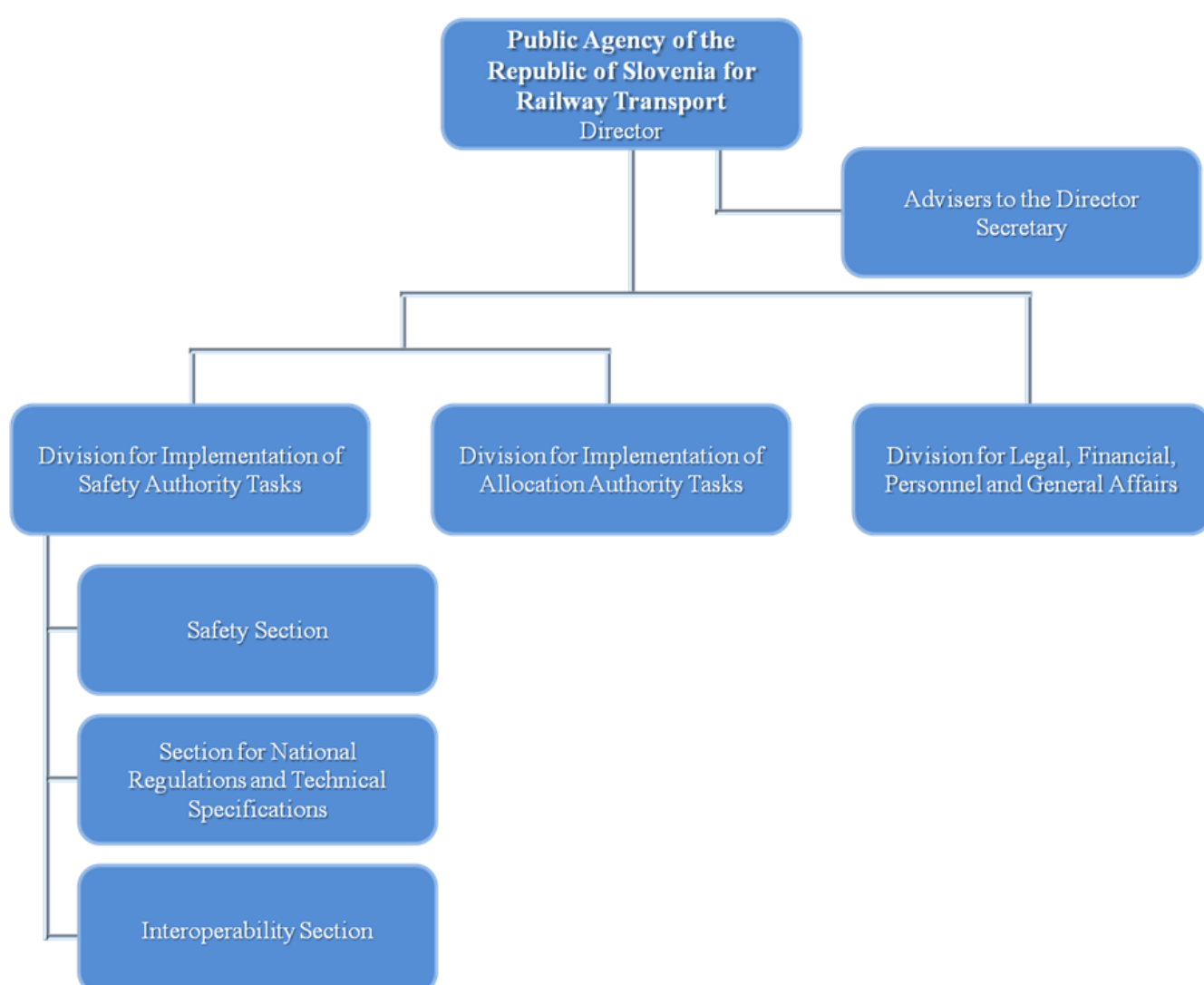
LC = Level Crossing

<i>Electrified Track Length/ Voltages</i>	<i>Total Double/ Simple Track Length</i>	<i>Total Track Length HSL</i>	<i>ATP equip- ment used</i>	<i>Number of LC</i>	<i>Number of main (light) signals</i>
503/3KV DC	330/879	/	Indusi I-60	840	/

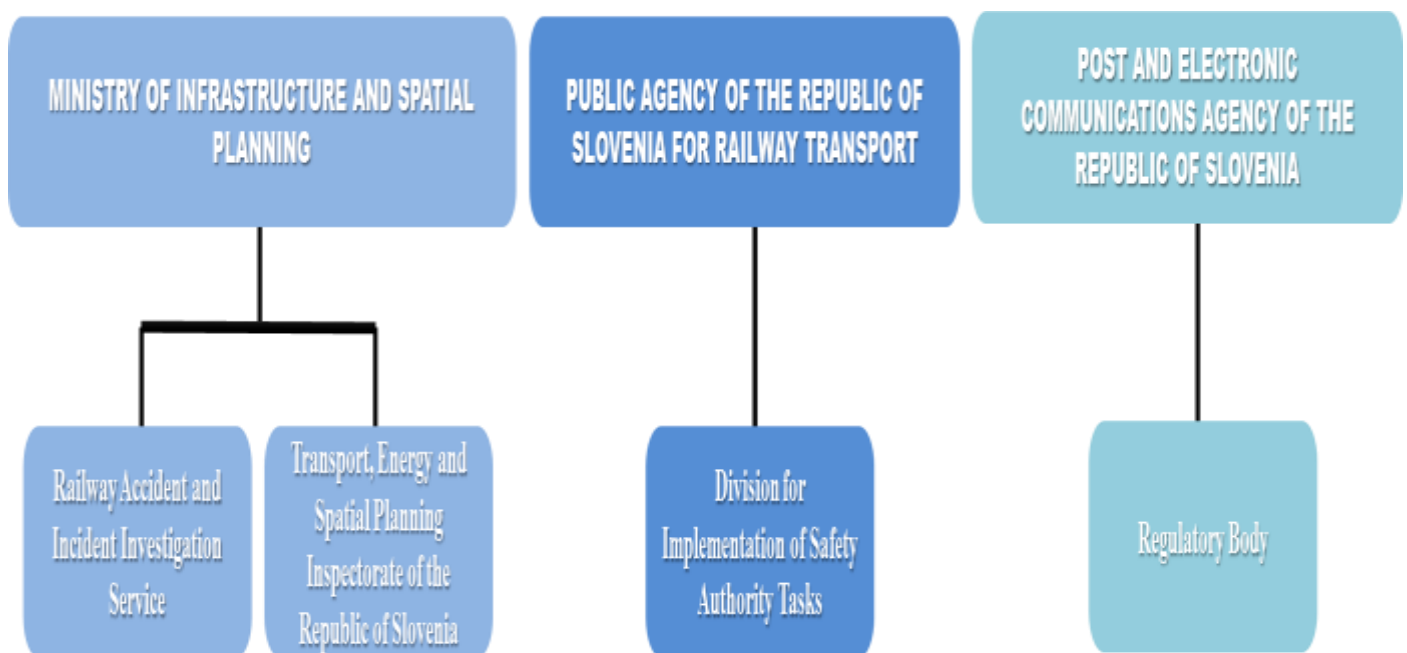
<i>Traffic Type (freight, etc.)</i>	<i>Number of Locomo- tives*</i>	<i>Number Of Railcars/ Multiple Unit-sets*</i>	<i>Number of Coach- es/ Wagons*</i>	<i>Number of train drivers/ safety crew*</i>	<i>Volume of passen- ger transport</i>	<i>Volume of freight transport</i>
Freight/ Passenger	/	/	/	/	> 200 mil	> 500 mil
Freight	/	/	/	/	/	< 500 mil
Freight/ Shunting only	/	/	/	/	/	/
Freight	/	/	/	/	/	< 500 mil

Annex B: Organisation chart(s) of the NSA

B.1. Chart: Internal organisation



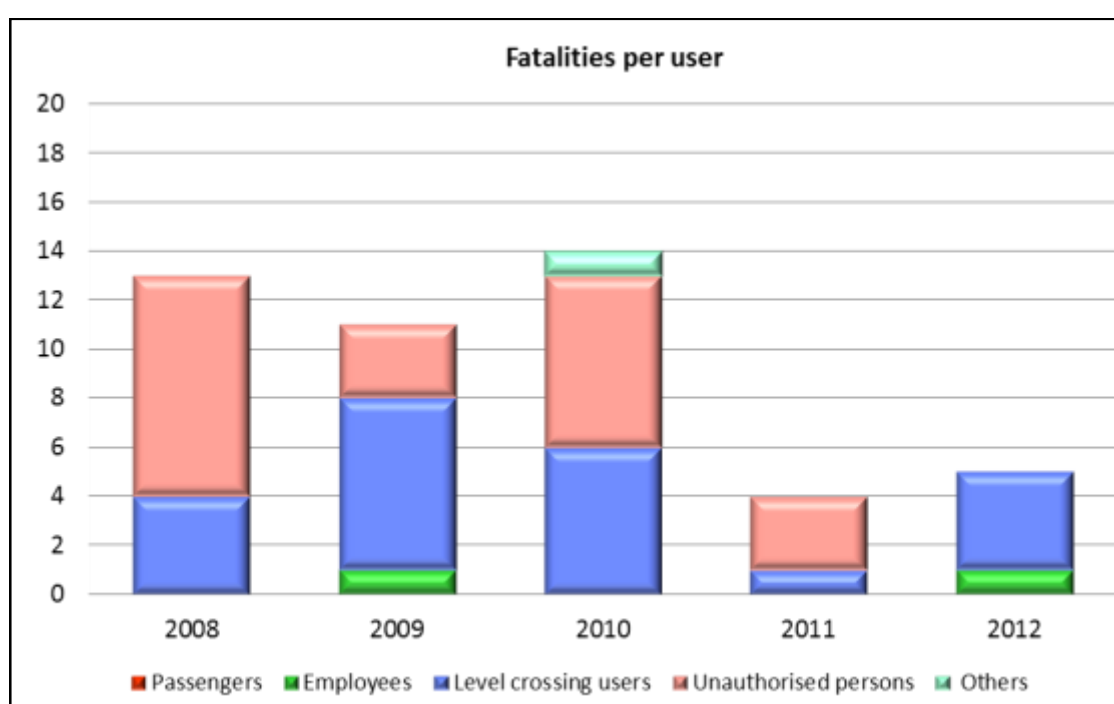
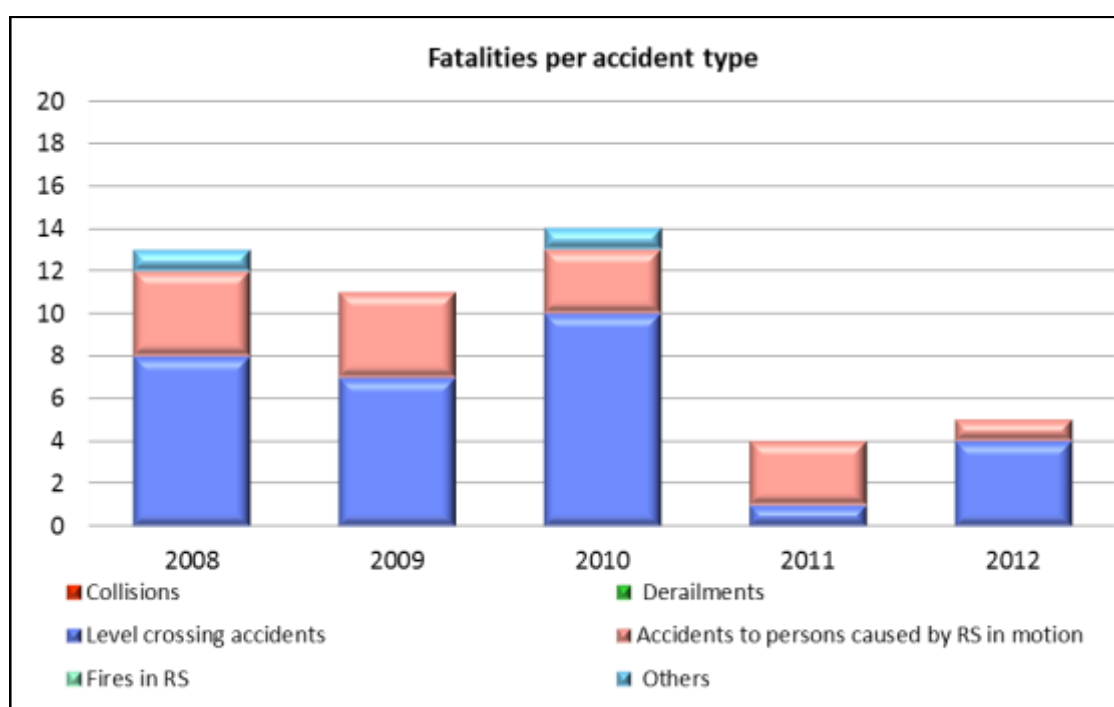
B.2. Chart: Relationship with other National Bodies

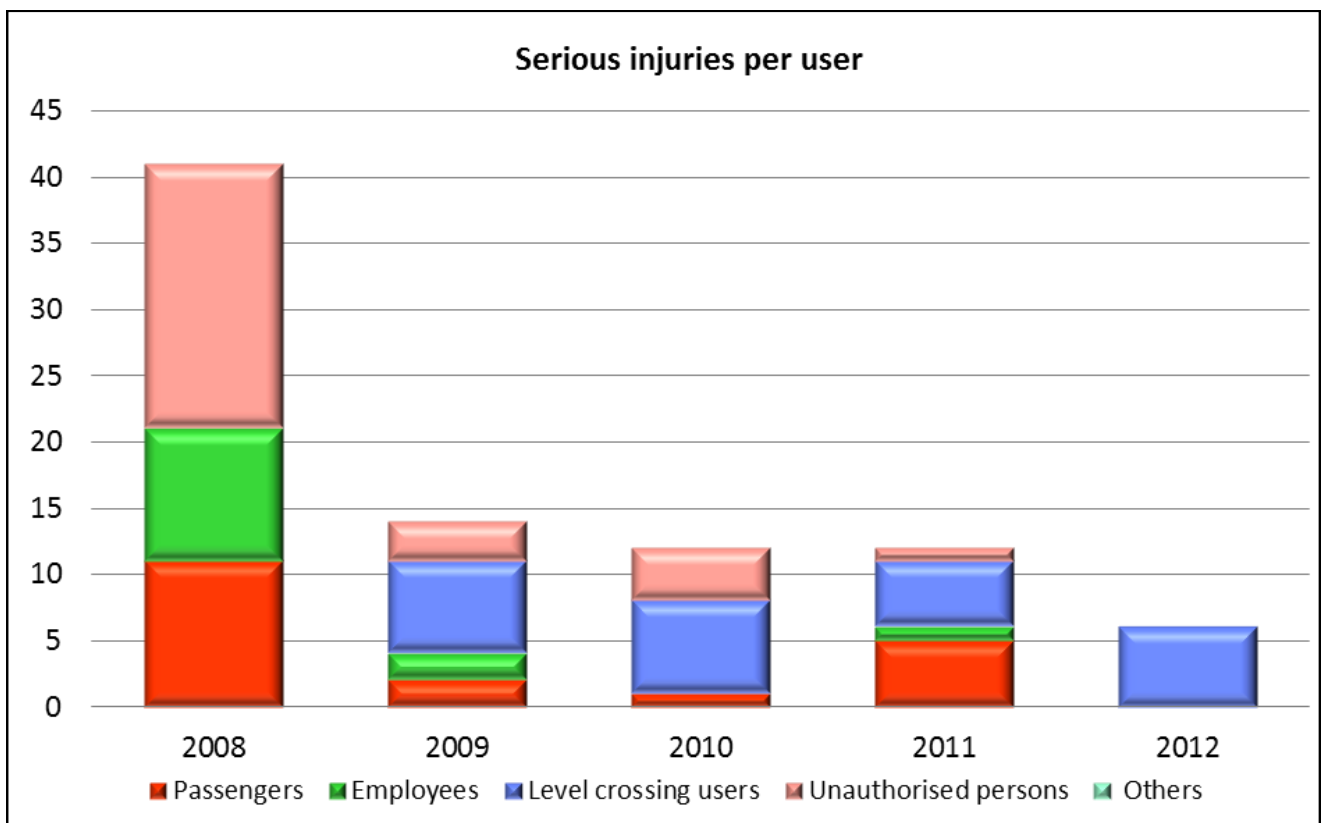
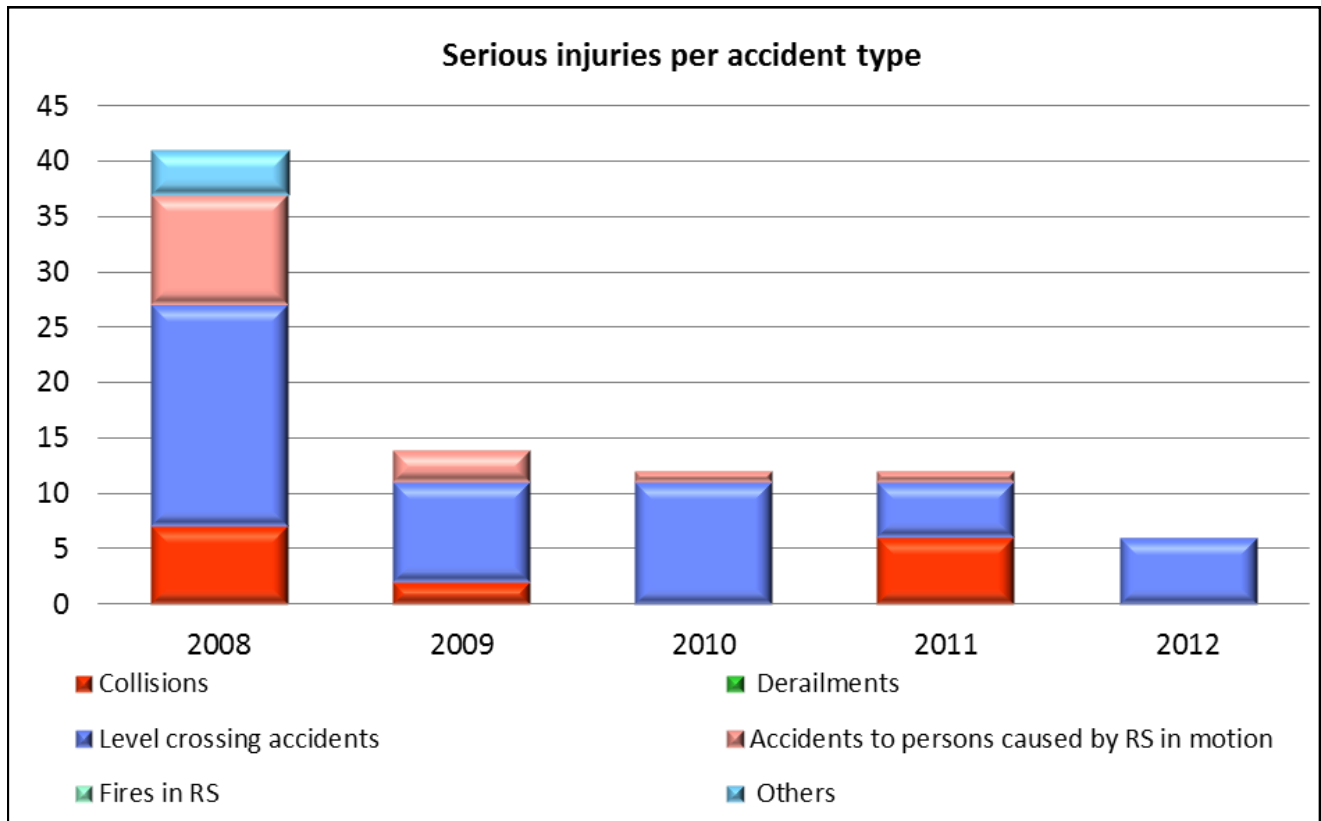


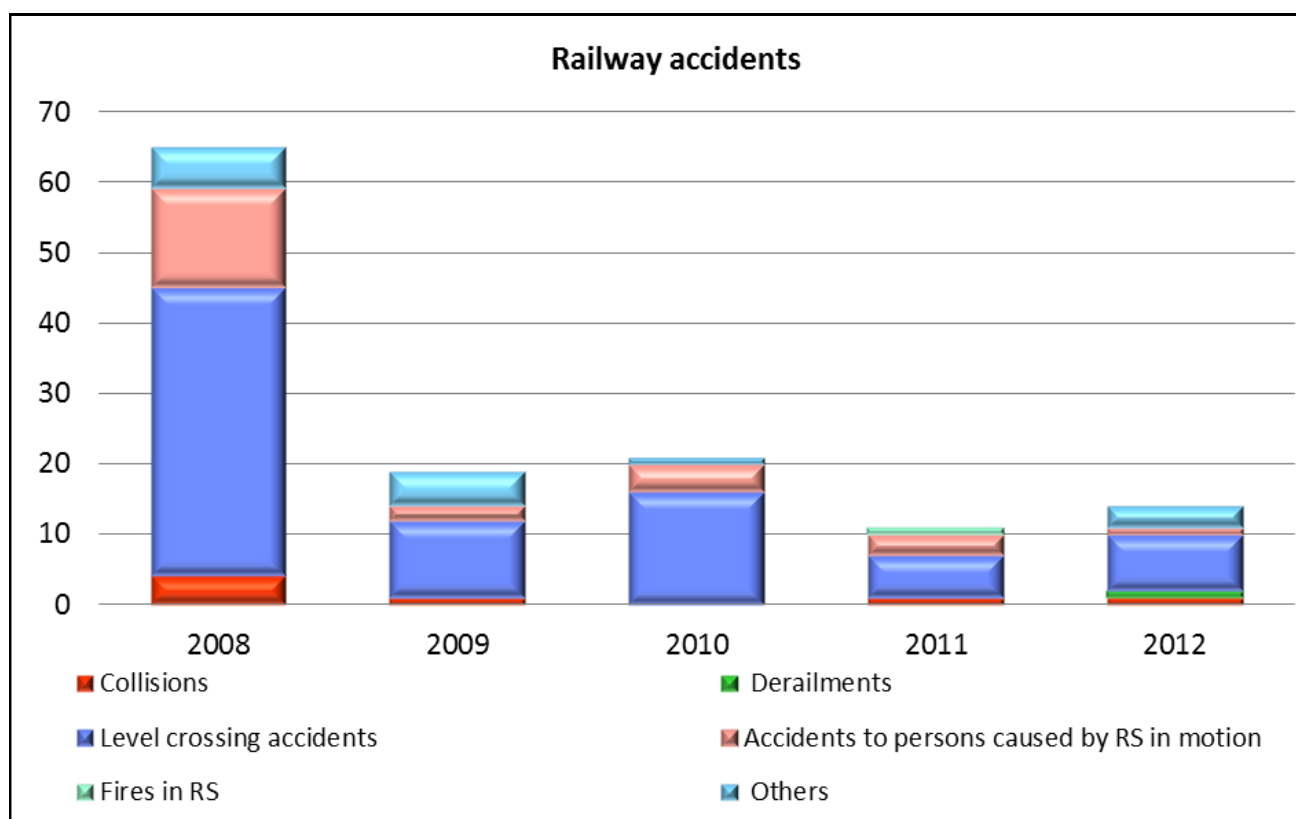
Annex C: CSIs data – definitions applied

C.1. CSIs data

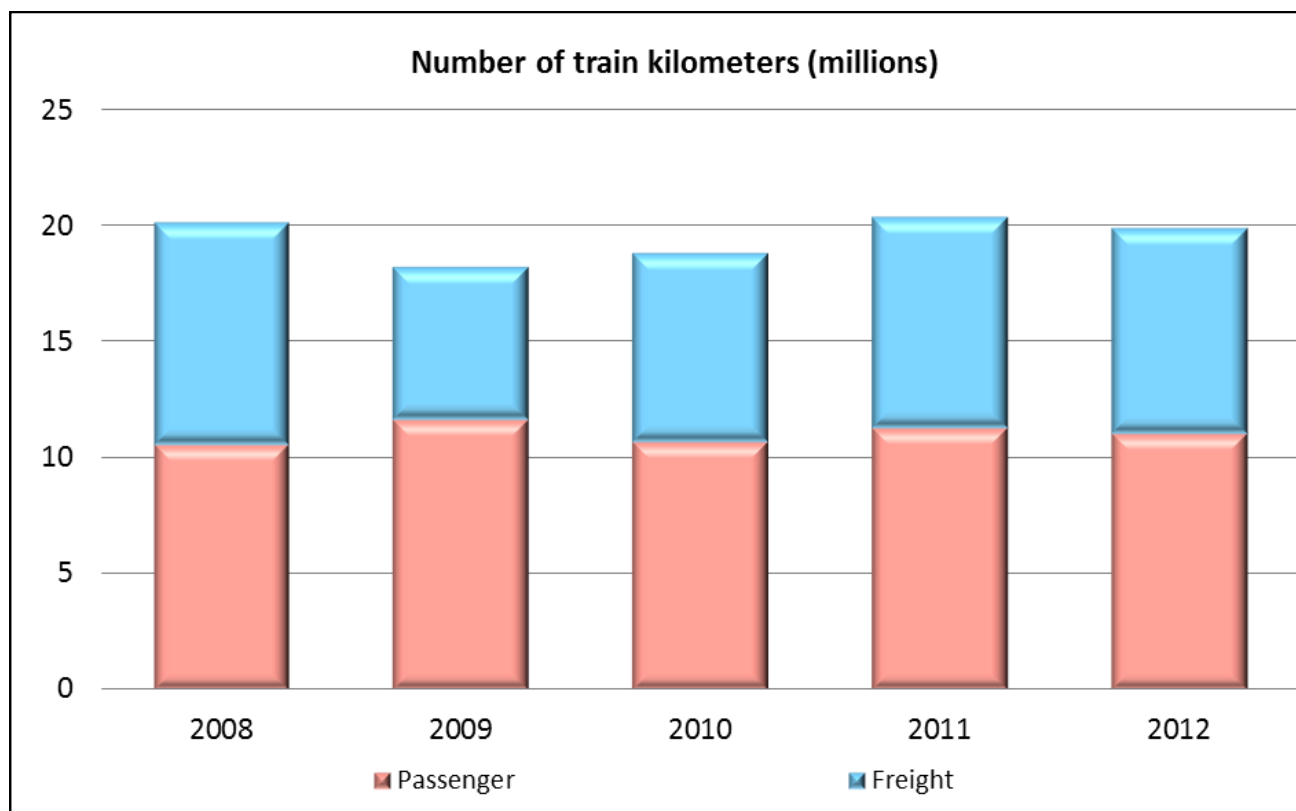
Outcomes

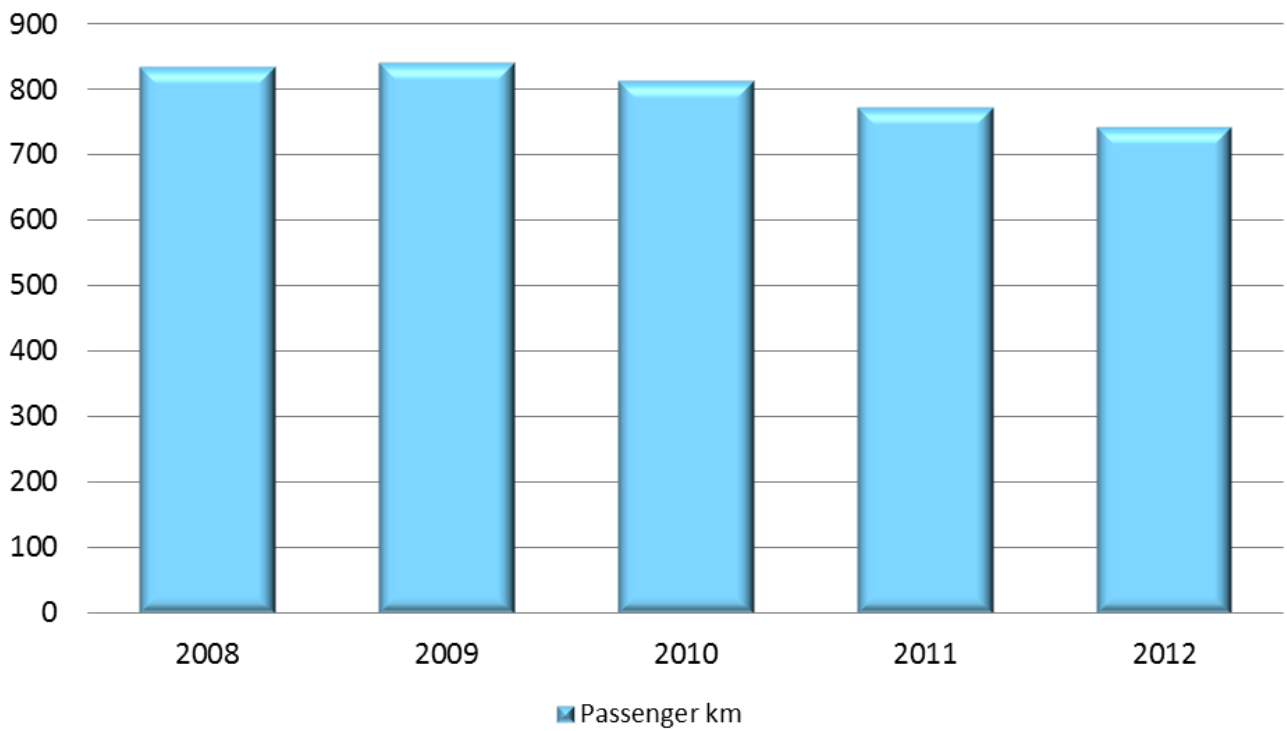
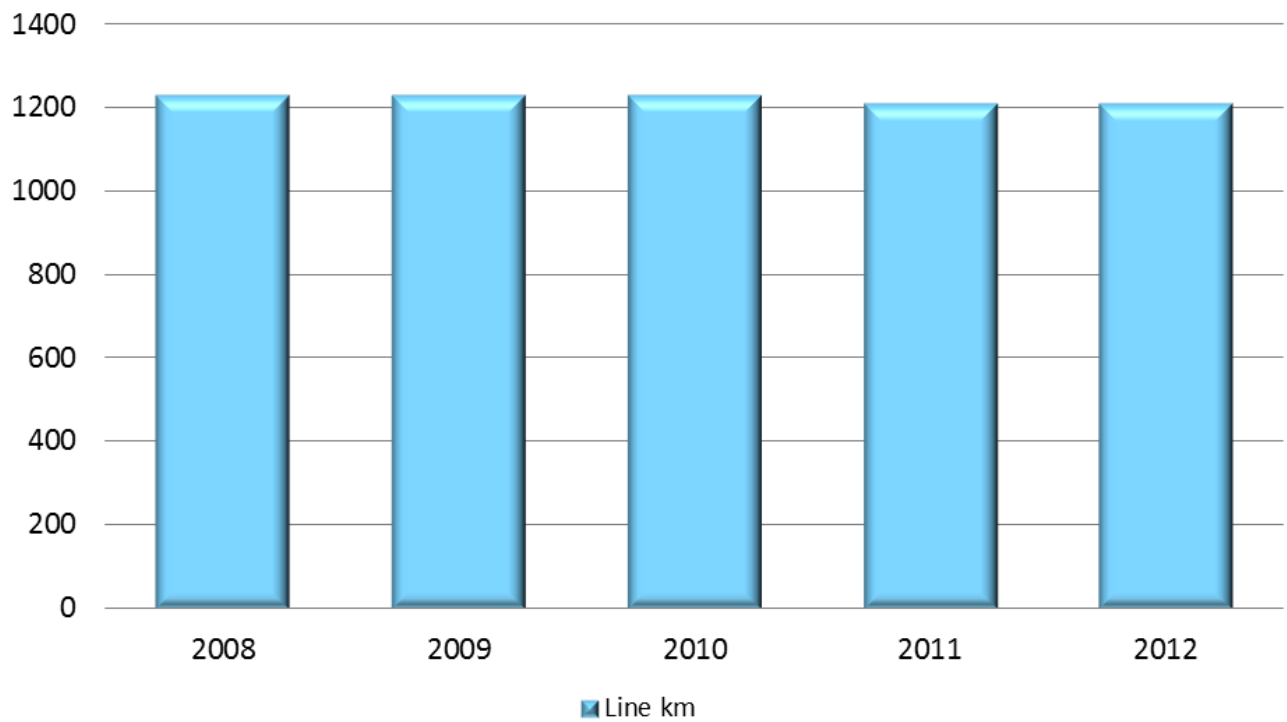


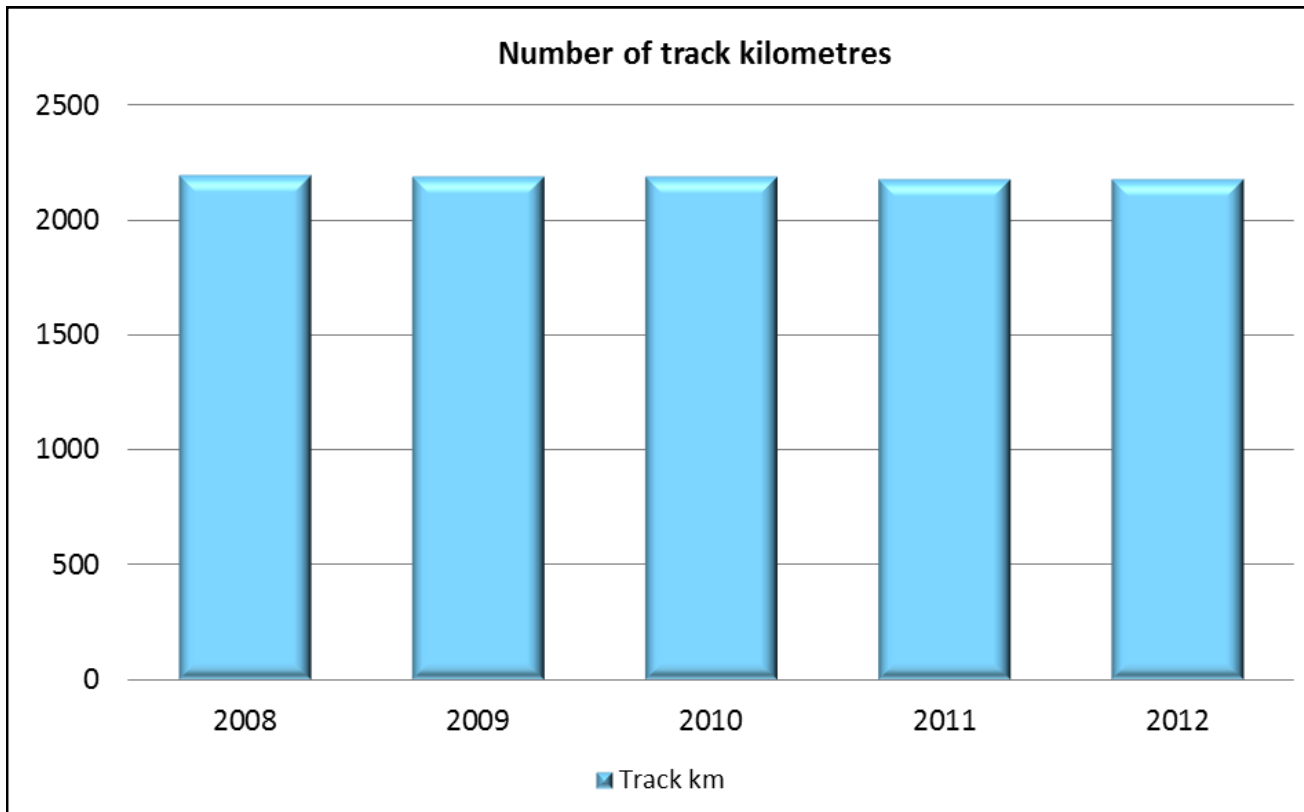




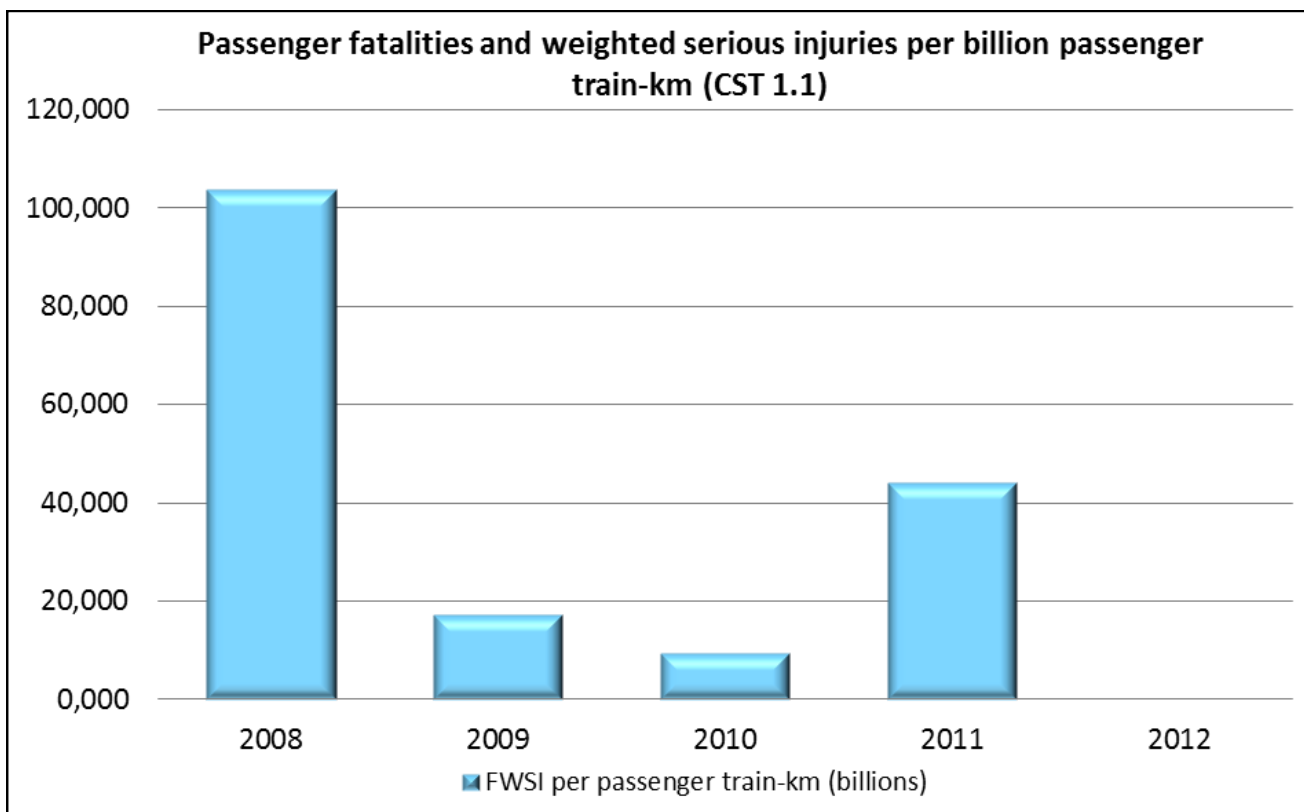
Exposure data

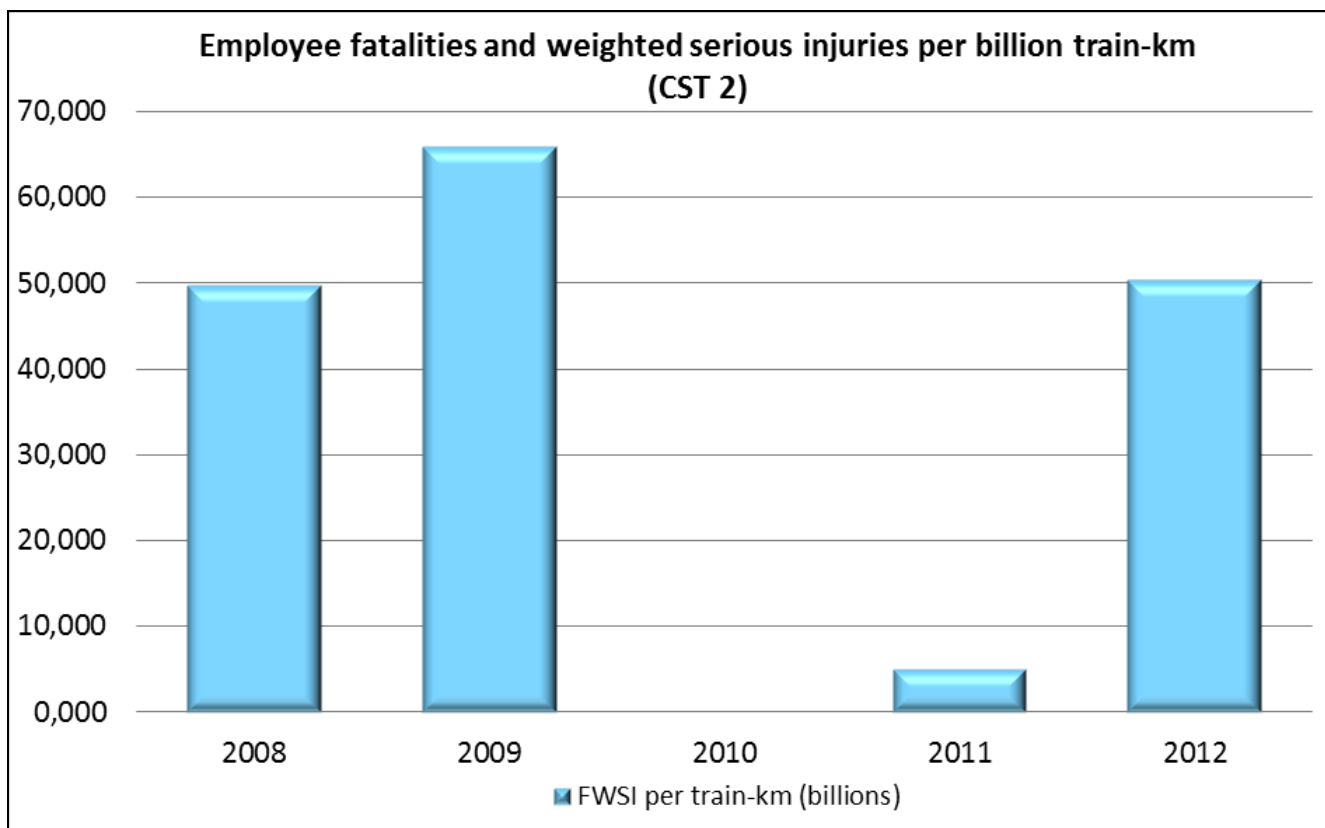
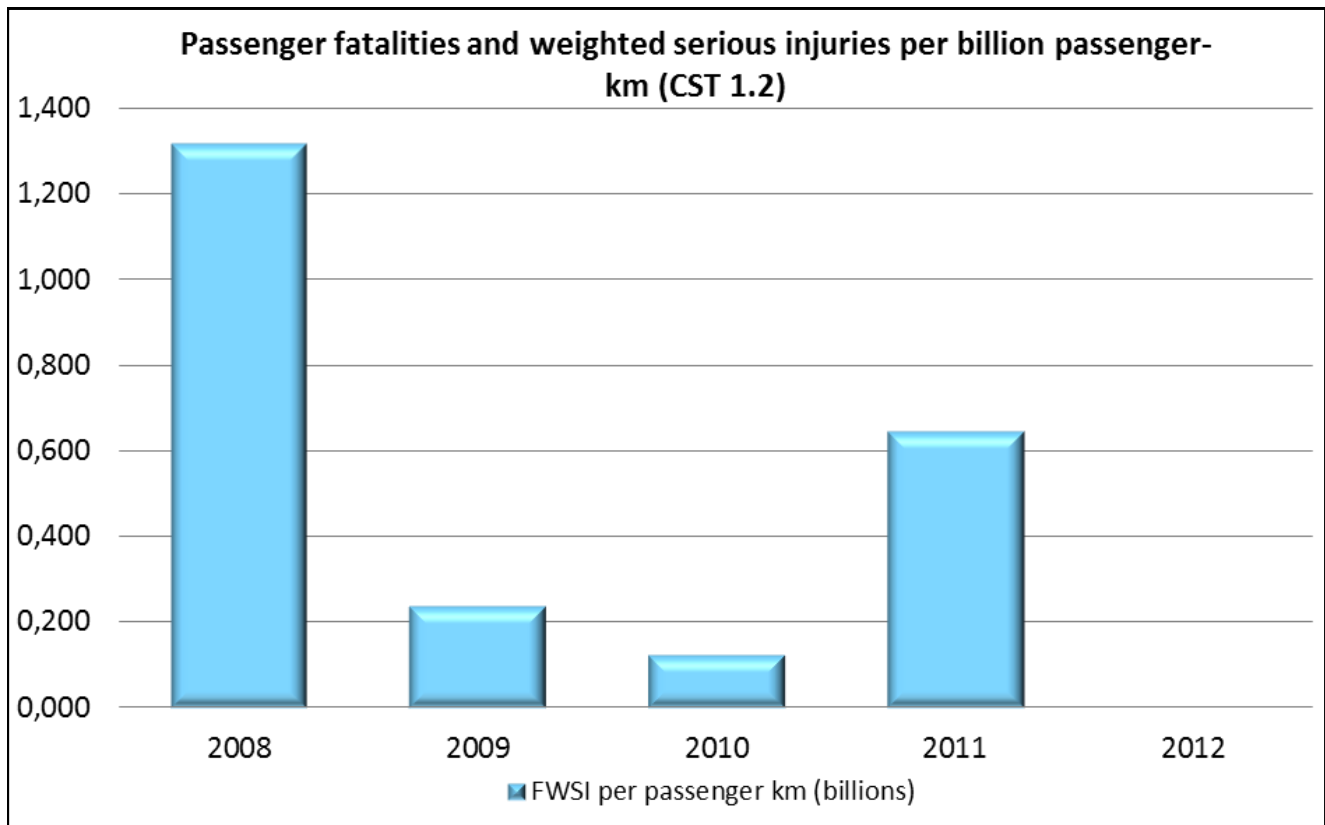


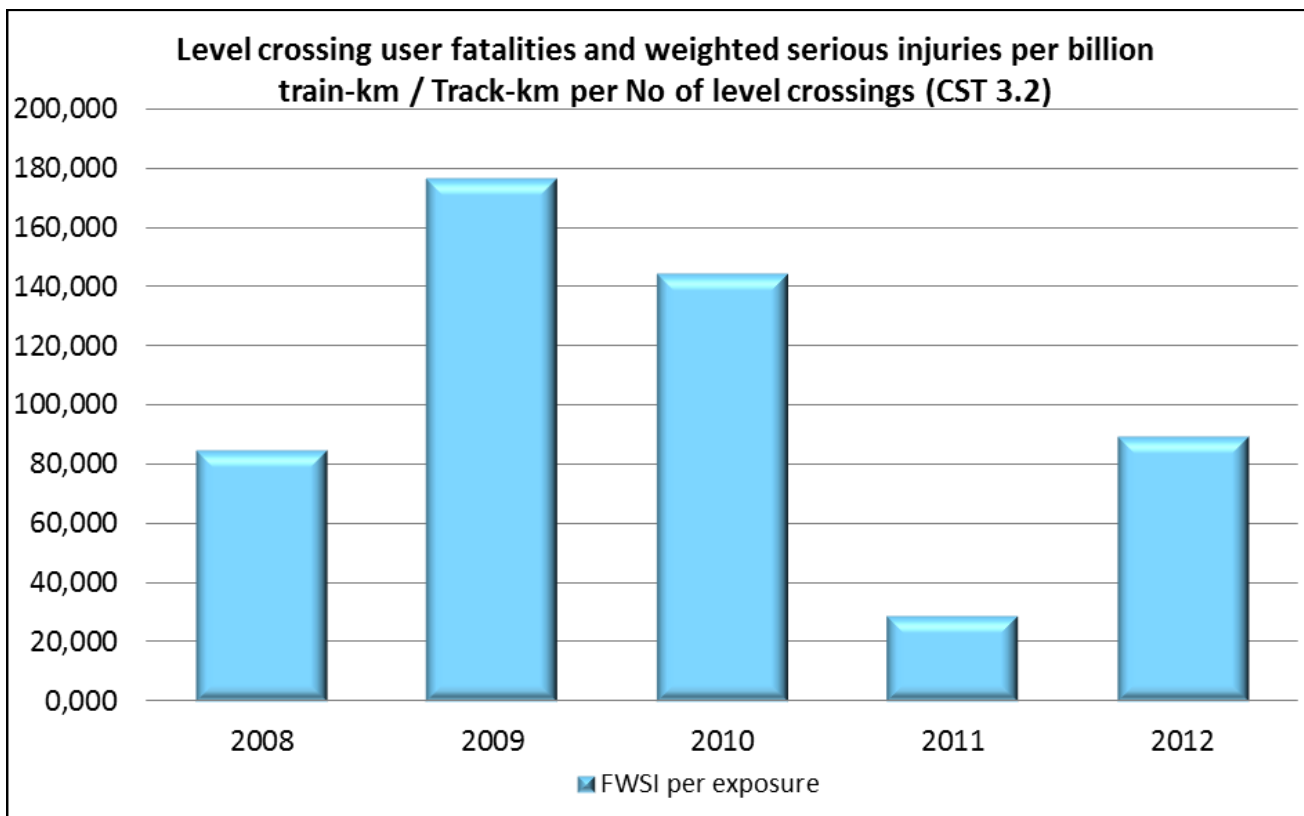
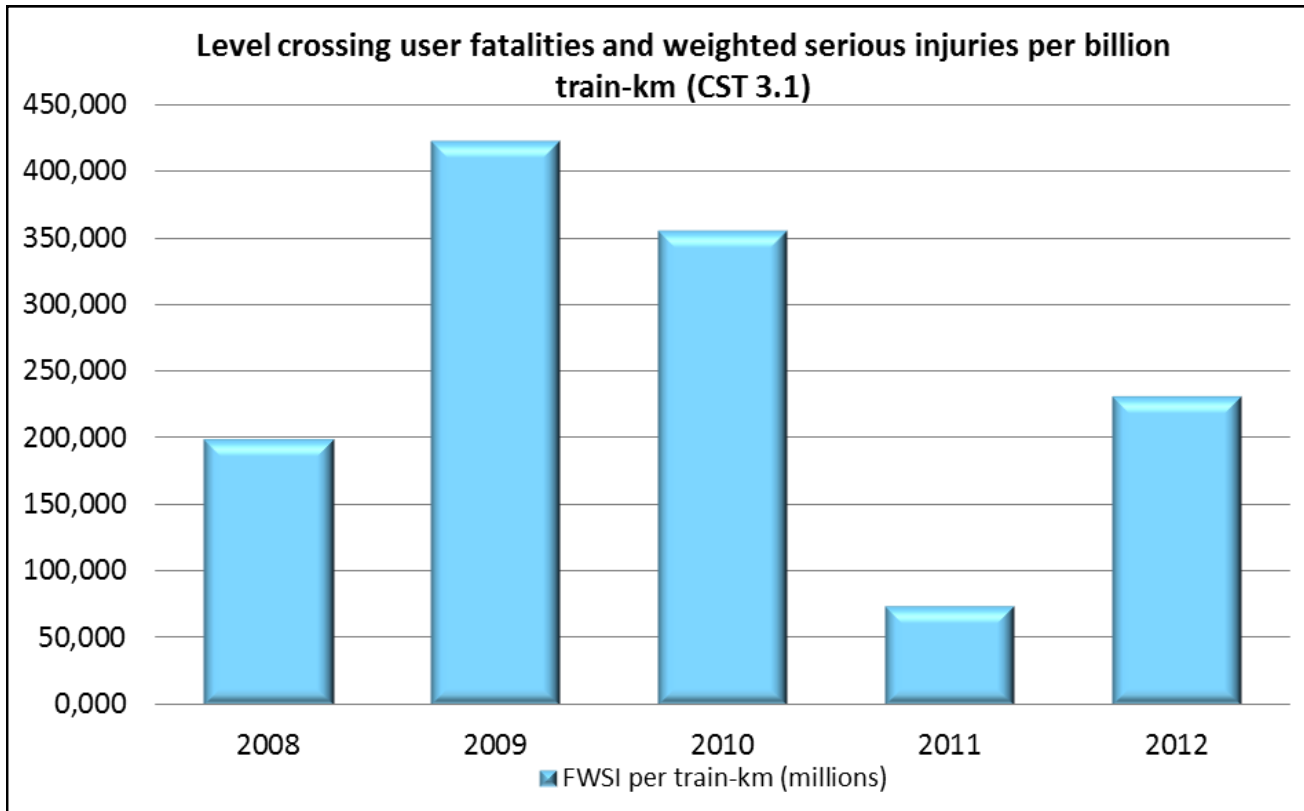
Number of passenger kilometers (millions)**Number of line kilometres**

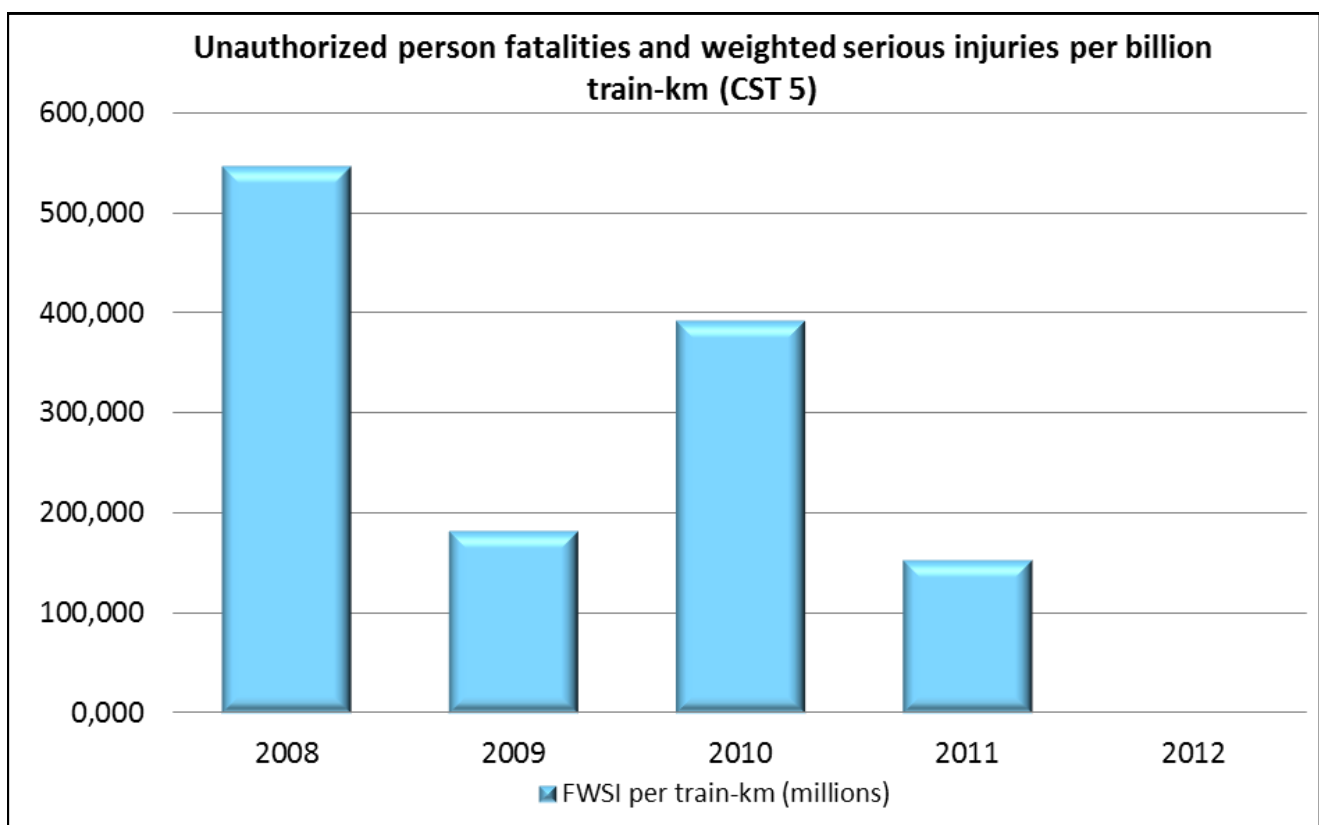
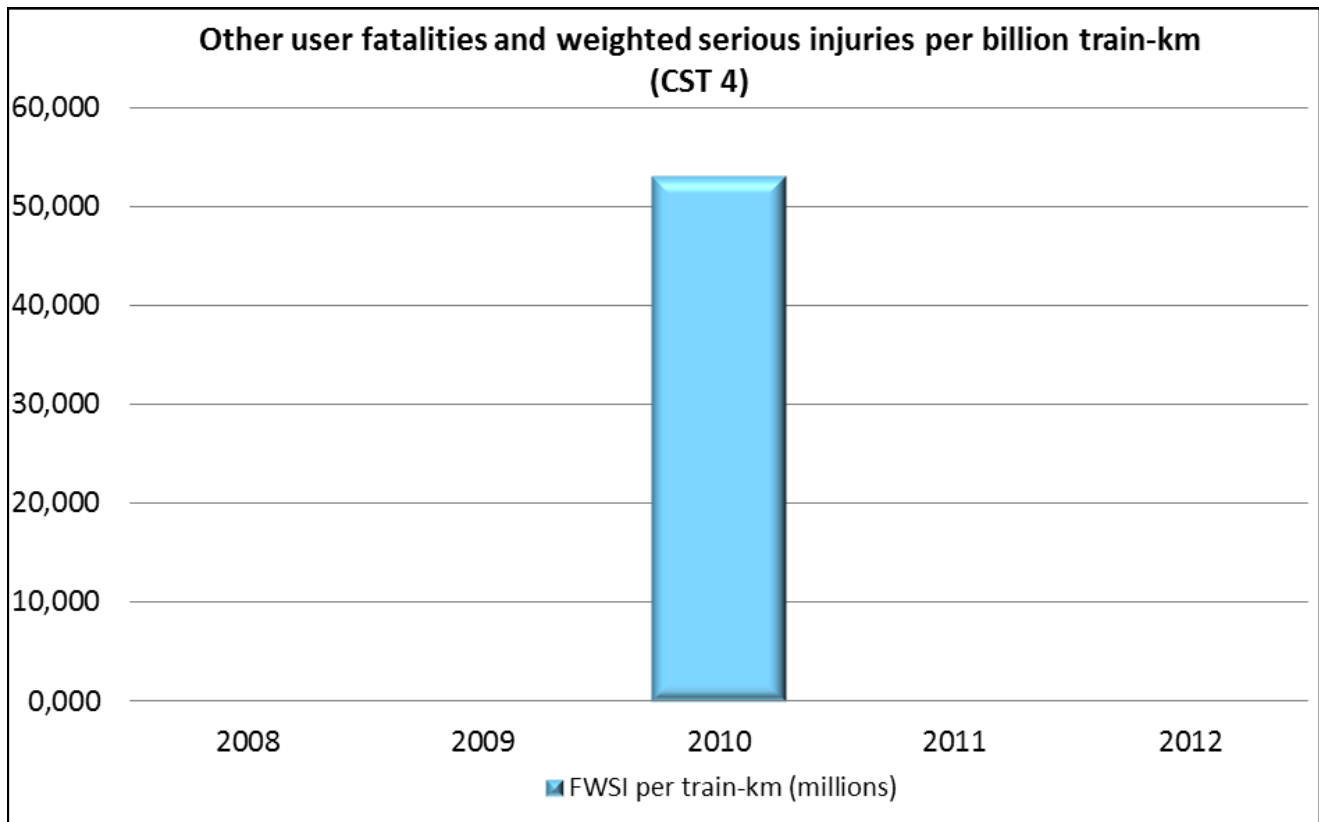


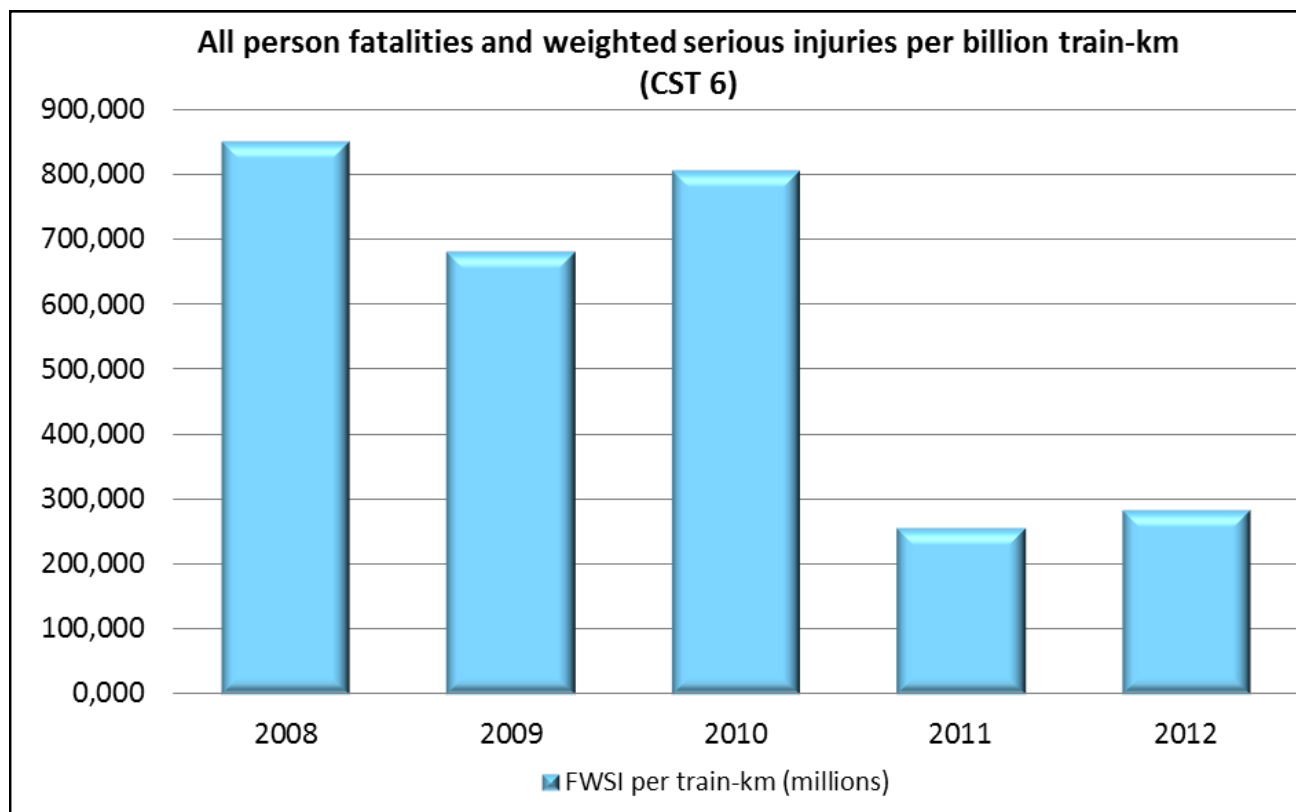
Risk indicators



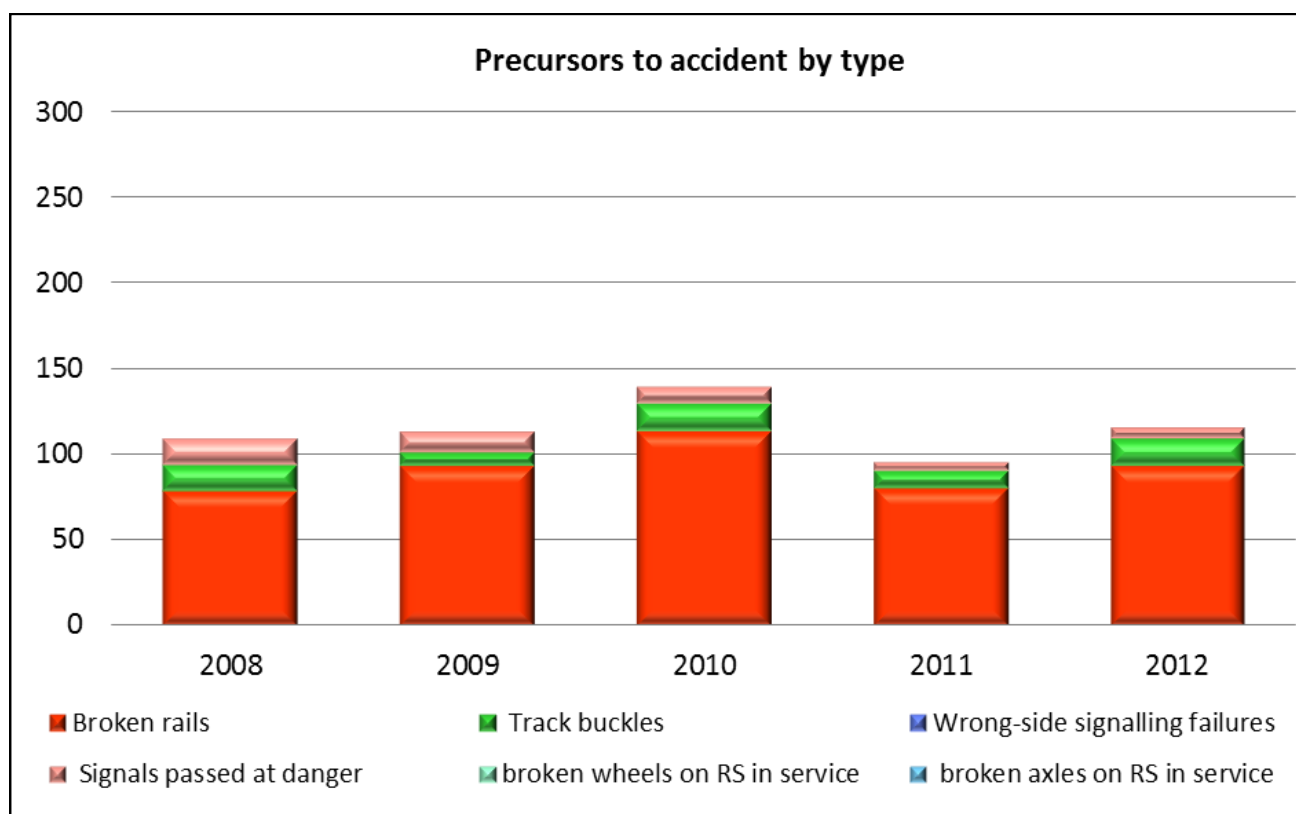






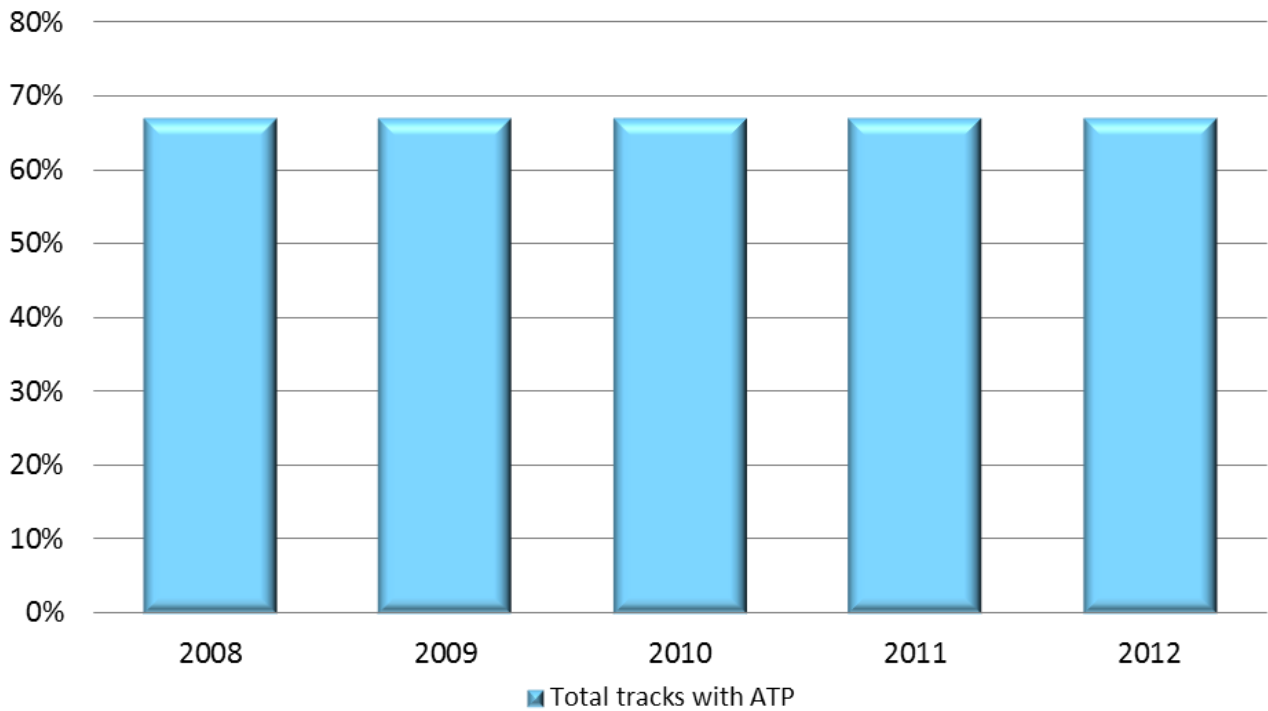


Precursor to accidents

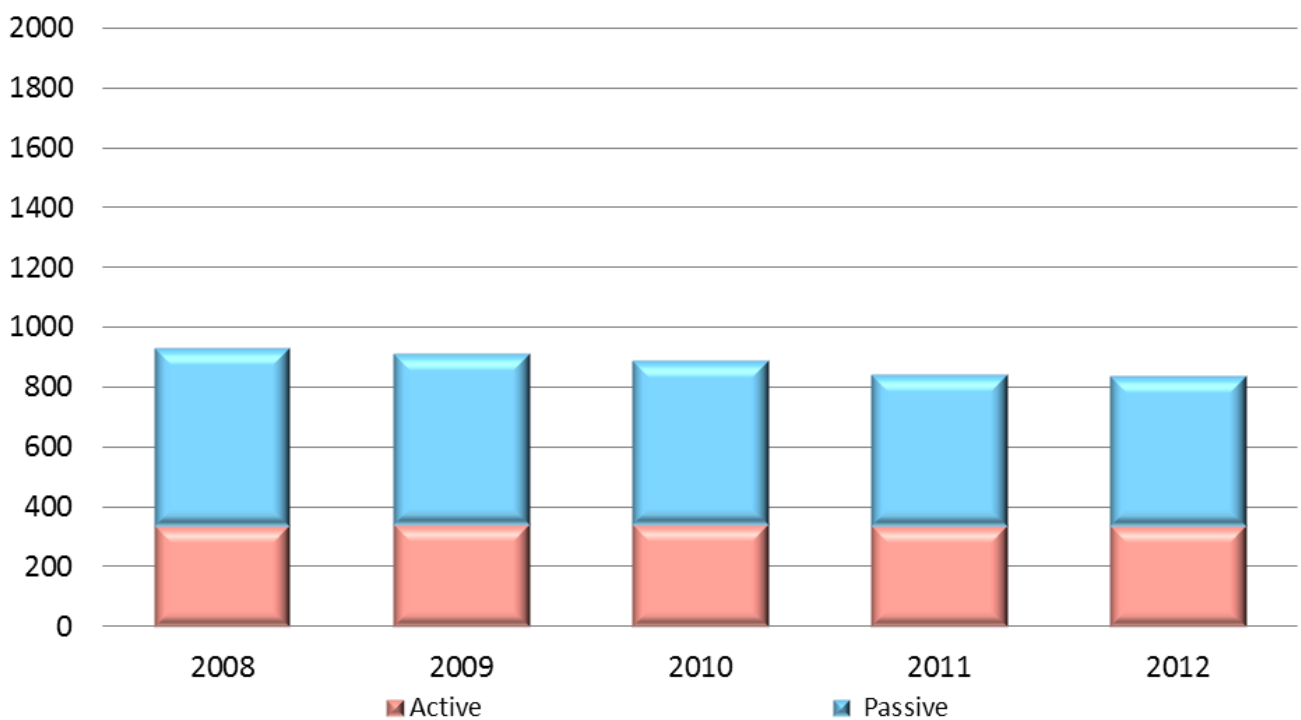


Infrastructure

Percentage of tracks equipped with ATP



Number of level crossings by type



C.2. Definitions used in the annual report

fatalities (killed person)

means any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides;

injuries (seriously injured persons)

means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides;

passenger-km

means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account;

rail passenger

means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included;

suicide

means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority;

accident

means an unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions, derailments, level-crossing accidents, accidents to persons caused by rolling stock in motion, fires and others;

train

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point;

a light engine,

i. e. a locomotive travelling on its own, is not considered to be a train;

train/km

means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account.



C.3. Abbreviations

AŽP	Public Agency of the Republic of Slovenia for Railway Transport
CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10 ⁶
BLN	10 ⁹
NSA	National Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager
NIB	National Investigation Body
VI/Km	train kilometres
FWSI	Fatalities and Weighted Serious Injures
NRV	National reference value
MWA	Moving weighted averaging



Annex D:

Important changes in legislation, regulations and administrative provisions

National rules concerning railway safety	Legal reference or Notif-IT code	Date legislation comes into force	Reason for introduction	Description
/	Uredba o spremembah in dopolnitvah Uredbe o dodeljevanju vlakovnih poti in uporabi na javni železniški infrastrukturi (Uradni list RS, št. 73/2012 z dne 28. 9. 2012)	13.10.2012	/	/
Rules concerning requirements for authorisation of placing into service infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	Uredba o spremembah Uredbe o kategorizaciji prog (Uradni list RS, št. 66/2012 z dne 27. 8. 2012)	28.08.2012	/	/

Annex E: The development of safety certification and authorisation – numerical data

E.1. Safety Certificates according to Directive 2004/49/EC

	Total number of certificates	Number of certificates Part A in ERADIS
E.1.1 Number of safety certificates Part A issued in the reporting and in previous years and remain valid at the end of year 2012	3	3

		Total number of certificates	Number of certificates Part B in ERADIS
E.1.2 Number of safety certificates Part B issued in the reporting and in previous years by your member state and remain valid in the year 2012	Number of certificates Part B, for which the Part A has been issued in your Member-State	3	3
	Number of certificates Part B, for which the part A has been issued in another Member-State	1	1

		A	R	P
E.1.3 Number of new applications for Safety Certificates Part A submitted by Railway Undertakings in year 2012	New certificates	-	-	-
	Updated/amended certificates	-	-	-
	Renewed certificates	-	-	-

			A	R	P
E.1.4 Number of new applications for Safety Certificates Part B submitted by Railway Undertakings in year 2012	Where the Part A has been issued in your Member-State	New certificates	-	-	-
		Updated/amended certificates	-	-	-
		Renewed certificates	-	-	-
	Where the Part A has been issued in another Member-State	New certificates	-	-	-
		Updated/amended certificates	-	-	-
		Renewed certificates	-	-	-

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

P = Case is still pending, no certificate was issued so far

	Total number of revoked certificates in the year 2012	Number of revoked certificates in ERADIS (which were revoked in 2012)
E 1.5 Number of certificates Part A revoked in the current reporting year	-	-
E 1.6 Number of certificates Part B revoked in the current reporting year	-	-

E.1.7 List of countries where RUs applying for a Safety Certificate Part B in your Member-State have obtained their Safety Certificate Part A

Name of RU	Member-State where Safety Certificate Part A was issued
RCA AG	Austria

E.2. Safety Authorisations according to Directive 2004/49/EC

	Total number of safety authorisations
E.2.1 Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2012	1

		A	R	P
E.2.2 Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2012	New authorisations	-	-	-
	Updated/amended authorisations	-	-	-
	Renewed authorisations	1	-	-

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

P = Case is still pending, no authorisation was issued so far

E 2.3 Number of Safety Authorisations revoked in the current reporting year	-
--	---



E.3. Procedural aspects – Safety Certificates part A

	New	Updated/Amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate Part A in year 2012 for Railway Undertakings	-	-	-

E.4. Procedural aspects – Safety Certificates part B

		New	Updated/Amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Certificate Part B in year 2012 for RUs	Where the part A has been issued in your Member-State	-	-	-
	Where the part B has been issued in another Member-State	-	-	-

E.5. Procedural aspects – Safety Authorisations

	New	Updated/Amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2012 for IMs	-	2 month's	-



OTHER USEFUL INFORMATION

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Publisher:
Public Agency of the Republic
of Slovenia for Railway Transport
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Slovenia

Photos: AŽP